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Papua New Guinea Patrol Reports

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

PATROL REPORT OF: MOREHEAD WESTERN ACC. No: 496.

Volume No: 15 1969/70 Number of Reports: 6

REPORT No:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PTS	PERIOD OF PATROL	FI No
[1] 1 of 1969/70	1-7	D.R. THOMAS A.P.O	ARUFI - WANDO	MAP	13.10.69 - 17.10.69	
[2] 2 of 1969/70	1-7	M.M. YOUNGER A.P.O	TRANSFLY CENSUS DIVISION.		8.11.69 - 17.11.69	
[3] 3 of 1969/70	1-13	J.K. NOMBRI P.O	SARU CENSUS DIVISION (PART MOREHEAD)		7.11.69 - 20.11.69	
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[5] 5 of 1969/70	1-17	W.R. PATERSON A.D.O	MOREHEAD COUNCIL AREA PARTS OF BENS	MAP	17.2.70 - 15.4.70	
[6] 6 of 1969/70	1-35	E.E. YOUNG A.P.O	TRANS FLY CENSUS DIVISION.	MAP	6.4.70 - 26.6.70	
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WESTERN DISTRICT PATROL REPORTS

1969-1970

MOREHEAD

<u>Reports no.</u>	<u>Officer conducting</u> <u>Patrol</u>	<u>AREA PATROLLED</u>
1-69-70		ARUFI - WANDO
2-69-70		TRANSFLY C.D.
3-69-70		SARU C.D. PART MOREHEAD COUNCIL AREA
4-69-70	E. E. YOUNG	SUKI LAGOON SARU C.D. MOREHEAD L.G. COUNCIL AREA
5-69-70	W. R. PATTERSON	MOREHEAD COUNCIL AREA. PARTS OF BENSBACK, TRANS FLY AND SARU C.D.
6-69-70	E. E. YOUNG	TRANS FLY C.D.



TERRITORY OF PAFUA AND NEW GUINEA

PATROL REPORT

District of WESTERN Report No. MOREHEAD 1-69/70

Patrol Conducted by D.R. THOMAS. A.P.O.

Area Patrolled ARUFI - WANDO

Patrol Accompanied by Europeans NIL

Natives INTERPRETER.

Duration—From 13./10./19.69 to 17./10/19.69

Number of Days 5

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services...../...../19.....

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

Map Reference.....


Objects of Patrol To investigate and report on the condition of three

Lightning aircraft in the Morehead area.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

30/10/1969


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.....

⇒ Div/DA

CFR:KA

67-3-27
Division of District Administration,
KONEDOBU. PAPUA.

10th November, 1969.

The District Commissioner,
Western District,
DARU.

PATROL NO. MOREHEAD 1/69-70.

Your reference 67-4-1 of 31st October, 1969.

I acknowledge with thanks receipt of Special Report
by Mr. D.E. Thomas, A.P.O., to parts of TRANS FLY and
BENNEBACH Census Divisions.

This brief report does not require comment.

(T.W. ELLIS)

Secretary

Department of the Administrator.

Mr. D.R. Thomas,
Sub-District Office,
DARU. Western District.

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



TERRITORY OF PAPUA AND NEW GUINEA

67-2-27

4

Telephone
Telegrams
Our Reference [67-4-2]
If calling ask for
Mr. IAH.ss



the Administrator,
Department of District-Administration,
Western District,
DARU.

31st October, 1969

Secretary,
Department of the Administrator,
KONEDOBU.

PATROL MOREHEAD 1/69-70
Mr. D.R. THOMAS, A.P.C.

The above short patrol was mounted in order to assist, if possible, the endeavours of the Air Museum of Papua-New Guinea. An ex-member of the permanent R.A.F., Mr. THOMAS is knowledgeable in these matters.

2. His report is self-explanatory, and its contents have been passed on to Museum Chairman - Mr. W. CHAPMAN.

I.A. Holmes
(I.A. Holmes)
DISTRICT COMMISSIONER

④

- 13/10/69 1400 hours - Left Daru for Morehead by aircraft.
- 1455 hours - Arrived at Morehead and reported to the Assistant District Commissioner, Mr. D. Wren. He had previously found out that there were only two crashed Lightnings in the Morehead Sub-District. One at Arufi and the other at Wando. Mr. Wren then arranged for a vehicle to take myself and the Interpreter to Arufi.
- 1610 hours - The vehicle left us at Arufi and returned to Morehead, with a request that the vehicle return to pick us up on the 15th October. Camped for the night.
- 14/10/69 0700 hours - Left for the crash site.
- 1000 hours - Found the crashed aircraft, a P38 Lockheed Lightning, without any trouble as it is almost on top of the main track in the area.
- The aircraft was strewn over a distance of 150 yards, the propellers torn from the aircraft on initial impact. The tail assembly also detached itself from the rest of the aircraft. Extensive damage was done to the leading edges of the wings. The engines showed a lot of external damage. The cockpit and fittings have taken the brunt of souvenir hunters. So the combination of considerable initial damage and subsequent souvenir hunting have left nothing worth salvaging from this crash.
- There were no signs of identification numbers or Squadron or Service insignias. The position of the crash is marked Aircraft 'A' on attached map.
- 1300 hours - Returned to Arufi.
- 15/10/69 0900 hours - Picked up by Toyota and returned to Morehead.
- 1100 hours - Arrived at Morehead and reported to Mr. Wren who arranged for a vehicle to take me to Wando later in the day. Here I also met the Field Geologist from MacIntyre Mines, who was able to lend me aerial photographs of the area the other crashed Lightning was believed to be in.
- 1410 hours - Departed Morehead for Wando and after a fairly rough ride arrived at 1750 hours.
- Shortly after arrival I was able to speak to Mr. Geoff O'Leary of D.A.S.F. who had flown over the crash site earlier this year. He was fairly certain that he could find the aircraft without a great deal of trouble. This being so I sent a message with the returning vehicle to Mr. Wren that I would require to be picked up sometime on Friday.
- 16/10/69 0900 hours - Set out from Wando with Geoff O'Leary in the D.A.S.F. Mini Moke and followed the aerial photographs for a while but I was unable to interpret it with any great degree of accuracy.
- 1200 hours - Established that we were some three miles to the north of the crash site and unable to break through the rough ground in the Mini Moke. We then went through Bandaber village and swung south.
- 1500 hours - Geoff O'Leary ~~sighted~~ sighted the crashed aircraft on the edge of a dry creek bed. The crashed aircraft was a P38 Lockheed Lightning number 26682 marked on the attached map as Aircraft 'B'.

3

16/10/69 contd. This Lightning although it had the softest landing of the two aircraft, landing in one piece, corrosion has taken a severe toll of it. It would appear from its condition and the water levels marked on the trees that this Lightning would be completely submerged for most part of the wet season. As this site is more remote than the other souvenir hunters have not figured in defacing the aircraft. Of the two this would be the one in the poorest condition. The propellers, only, remain recoverable from this crash.

1730 hours - Returned to Wando stayed the night there.

17/10/69 1030 hours - Picked up by Mr. J. Voutfand taken to Weam.

1320 hours - Arrived at Weam and reported to Mr. A Marks.

1400 hours - Left Weam by aircraft arriving at Daru via Forehead at 1620 hours.

END OF PATROL.

(2)

COMMENTS

From the information gained through enquiries of regular D.D.A staff and others I think it can be safely said that there are only two crashed Lightnings in the Morehead Sub-District. It is unfortunate that apart from the propellers of the Wando crash there is little else worth recovering.

Photographs were taken of both aircraft and these, when they are ready, I shall forward to Mr. Chapman in Port Moresby, so that he will have at least some record of these aircraft for possible future use.

Although there were only two aircraft crashed in the Morehead area there is a well authenticated report of a Lightning which crashed on the coastal fringe between the villages of Buiji and Sigbaduru in the Daru Sub-District. This is said to be in Mangrove swamps and is daily covered by tides. This aircraft is in one piece but said to be in very poor condition owing to corrosion.

I have not attempted to see this crash as yet, as I will be covering the area in mid November in the course of normal patrolling. When I shall inspect the aircraft and report on any items worth salvaging or any aircraft numbers or further information that might be found.

... D. R. Thomas
(D.R. Thomas)
A.P.O

MAP TO ACCOMPANY MOREHEAD PATROL REPORT. DR THOMAS -- OCTOBER 1969
 _____ VEHICULAR ROADS
 _____ MAIN PATROL TRACKS





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Morehead Sub District Report No. 2/69/70 Morehead

Patrol Conducted by M.M. Younger (APO)

Area Patrolled Transfl. Census Division

Patrol Accompanied by Europeans.....

Natives 2

Duration—From 8 / 11 / 19 69 to 17 / 11 / 19 69

Number of Days 10

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services Jan / 19 68

Medical 13 / 11 / 19 69

Map Reference.....

Objects of Patrol Contact Elections for Morehead Local Government Council

Director of District Administration,
PORT MORESBY.

Forwarded, please.

26 / 11 / 19 69.

R. Holmes
District Commissioner M.C.

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

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

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

.....

.....

.....

GFB:BT

67-5-37

Division of District Administration,

KOROROE. PAPUA.

12th December, 1969.

The District Commissioner,
Western District,
DARU.

PATROL NO. MOREHEAD 2/69-70

Your reference 67-4-1 of 4th December, 1969.

I acknowledge with thanks receipt of Special Report
by Mr. M.M. Younger, Assistant Patrol Officer, to part
TRANS FLY Census Division.

Mr. Younger has provided a clear though brief report
of the Council elections.

The patrol was obviously quite effective.

(T.W. ELLIS)
Secretary,

Department of the Administration.

c.c. Mr. M.M. Younger,
Sub-District Office,
DARU. Western District.

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

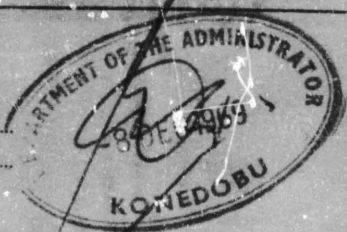


TERRITORY OF PAPUA AND NEW GUINEA

67.3.31.

(5)

Telephone
Telegrams..... 57-4-1
Our Reference..... KAC.bd
If calling ask for
Mr.....



Department of District Administration,
DAIU

4th December, 1969

The Assistant District Commissioner,
Sub-district Office,
MORRHAD.

MORRHAD Patrol 2/69-70

Mr. M. YOUNGER, Assistant Patrol Officer of
DAIU has prepared four copies of his brief report on
the electoral patrol in the TRANSFLY Census Division.

2. The electoral data, in text and ^{figures} ~~figures~~,
has been collated separately by the Returning Officer
for onforwarding as part of his general report. I
do know that Mr. YOUNGER's figures were accurate and
well presented.

3. The report calls for no other special
comments.

I.A. Holmes
(I.A. Holmes) *AB*
DISTRICT COMMISSIONER

c.c.

→ The Secretary,
Department of the Administrator,
KORHEBU

Two copies of the report herewith.

I.A. Holmes
(I.A. Holmes) *AB*
DISTRICT COMMISSIONER

Mr. M. Younger,
Sub-district Office,
DAIU.

(4)

Report No. Morehead 2/69/70

Sub District: Morehead

District: Western

Council Area: N.A.

Patrol conducted by: M.M. Younger

Designation: AS_sistant Patrol Officer

Area patrolled: Part Transfly Census Division

Personnel Accompanying: Intepreter(Dereme Dumdun), Poll Clerk
(Kuinang Jugu)

Duration of Patrol: 8/11/69 to 17/1/69(8 nights camped out)

Date and duration of last Patrol: January 1968

Objects of Patrol: Conduct elections for Morehead Local Government Council.

Total population of area patrolled : 1500(approx)

Map Reference:

Village Population Register:

Patrol Diary No. 2/69 Morehead

3

8/11/69

0600. Departed DARU for MOREHEAD arriving 0700hrs. Briefed by Mr. Parker on Local Government election procedure. Assisted at elections for Ward 5, beginning at 1330 hrs, and finishing at 1630 hrs.

9/11/69

Sunday. 1530hrs. Departed MOREHEAD for DIMSISSI en route KINKIN for elections Ward 8. Arrived DERIDERI village at 1630hrs, and had short talk with village Officials about election programme. Arrived DIMSISSI at 1900hrs. Held meeting with people to inform them of Council work and acquaint them with election procedure. About 250 people from DIMSISSI and BUBIJI villages attended. Meeting lasted 1 1/2 hours, many questions being asked concerning Council Tax and methods of tax collection. Overnight at DIMSISSI.

10/11/69.

730hrs, departed DIMSISSI for KINKIN, arriving KINKIN at 1200. The road was in reasonable condition, although the timber in some of the bridges would soon need replacing. Held meeting with people from KINKIN, BUK, KONDABA, LIMOL, MALAM. The meeting lasted 1 hour, the people afterwards holding a meeting themselves to select candidates. Five candidates were nominated to contest this ward. Overnight KINKIN.

11/11/69

Began elections at 0600, Voting and counting completed by 1200. Cargo Mas from MALAM elected Councillor. Departed for DIMSISSI at 1330hrs, arriving 1700hrs. Overnight DIMSISSI.

12/11/69

0730. Began extracting names from Census book for Ward 7. medical Orderly from DIMSISSI reported a very sick child so decided to take baby to MOREHEAD. (44) miles. Arrived MOREHEAD 1430hrs and returned DIMSISSI 1930hrs. after affecting running repairs to bridge en route.

13/11/69

0730 Took work party to repair bridge 4miles west of DIMSISSI. Completed work and returned at 1300hrs. Held meeting with people of DIMSISSI, SIBIDIRI, DIMIRI, BUBIJI villages explaining about voting and Council work. The people had already selected five candidates to contest poll next day. Overnight DIMSISSI.

14/11/69

0745. Began elections for ward 7. Voting and counting completed by 1130hrs. Sibia Taka was elected Councillor for this ward. 1300. departed for ARUFI, arriving 1530hrs. Overnight ARUFI.

15/11/69

~~Summary~~ Prepared voters lists from Census books. At 1130 people from ARUFI came wanting to go to MOREHEAD to see lad in hospital, whom they claimed was the victim of Sorcery. In order that this rumour might not disrupt elections, proceeded to MOREHEAD, arriving 1600hrs. Discussed this matter with ADC, and returned ARUFI by 1900hrs.

16/11/69

Sunday. AM. Observed at ARUFI. Meeting held at 1430hrs. with people from ARUFI, PONGARIKI, DERIDERI, GUBAN and BIMADEBIM villages to explain election procedure and Council work. The village people then had their own meeting and nominated 3 men to contest the election.

17/11/69

0745. Began elections for ward 6. Voting and counting completed by 1100hrs. Departed for MOREHEAD 1200, arriving at 1530hrs. Departed MOREHEAD for DARU at 1430 arriving at 1530hrs.

END OF PATROL

(1) Political: The object of this patrol was to conduct elections for the MOREHEAD Local Government Council in wards 6, 7 and 8 of the Transfly Census Division. As the three polling centres used, namely KINKIN, DIMSISSI and ARUPI are situated some 104, 50 and 25 road miles respectively from Sub-district office at MOREHEAD, it was thought Political awareness would be slight. At KINKIN, where one councillor was to be elected from the villages of BUK, KONDOBA, KINKIN, MALAM and LIMOL, the questions asked by the people from this area, showed a marked degree of knowledge of Local Government Council operations. Proximity to the Oriomo/Bituri Council area coupled with a small migration from the latter, accounts for this. There is also a very real fear of Council tax, although misconceptions as to methods and amounts of tax collected do exist. It was commonly supposed that Council Tax would be collected during the elections; the sum of \$1. from every man, woman, and child being mentioned. There were no objections raised to the forming of a Local Government Council, the pre selection of Candidate being keenly contested.

At DIMSISSI where again one councillor was to be elected from the villages of DIMSISSI, SIBIDIRI, DEMIRI and BUBIJI, some knowledge and willingness to have a Council was evident. Here again, this fear of tax dominated any discussion. A former Councillor from the Oriomo/Bituri area who had moved into the MALAM area in recent weeks was the main source of this worry. It was interesting to note that the question of why there was to be one Councillor from this ward yet two or three from others, was raised.

Elections for the third ward at ARUPI and embracing the villages of PONGARIKI, DERIDIRI, ARUPI, GUBAN and BEMADEBU, were held in similar vein, although there was not the same interest shown as in the previous wards. A knowledge of Local Government was evident, with the question of how to get money for tax rather than a fear of tax itself, was evident.

At the elections, most voters elected to vote for the man of their choice rather than allocate preferences and were hazy as to the preferential system of voting.

Reaction to the election programme in the three wards was indifferent, however it was noted during some discussions that the Council was viewed by some as a great benefactor bringing immediate wealth to the area. It was impressed upon these that the benefits derived would be gradual and self help would be needed to achieve results. It is hoped that the type of thinking encountered does not lead to some form of cult activities.

(2) Economic: Economic activity in this area seemed practically non-existent, although the brevity of this patrol did not allow a full appraisal of the situation as exists in the whole Transfly Census Division.

The main income for the area is derived from crocodile skins. At KINKIN, MALAM, and DIMSISSI the patrol bought oranges, yams pawpaw, pineapples and coconuts and there was an abundance of each. Although the area is now serviced by a reasonable road from MOREHEAD lack of transport is deterring the people from considering commercial cropping. Through Radio Daru, the people of this area have learned of the operation of the Daru market, and it was asked why a similar scheme could not be started at MOREHEAD.

It is understood that an agricultural appraisal of the area is to be undertaken shortly and if as a result the people do plant coconuts, coffee, fruits and vegetables on a commercial basis, the ORIOMO to MOREHEAD road may well be a reality, and by the time commercial cash cropping is understood by the people, some form of market facilities may exist.

①
Economic (cont.)

The road system through this area as it exists at the moment offers some means of getting to each village in the Trans Fly area.

(3) Social:

The villages from within the three wards visited, suffer from a lack of educational facilities. The nearest schools are at MOREHEAD and another Mission School at UPIARA in the ORTOMO/BITURI Council area. It is understood that the village of DIMSISSI, by far the largest of the villages, is earmarked for a school in the future. Its size and location makes DIMSISSI an ideal choice. The fact that the UFM. Mission does not run some sort of School at ARUFI, is due to lack of qualified staff.

The health of the people in the area is for the most part good. At the time of this patrol, influenza was rife in the area, with five deaths being reported. This information was passed to ADC MOREHEAD, who immediately dispatched a medical patrol into the villages from MOREHEAD to KINKIN.

This patrol however, returned to MOREHEAD the same day, so its effectiveness would have been very limited. Water supplies in the villages of KINKIN, DIMSISSI could best be described as putrid. At these villages the water is obtained from creeks and a similar source provides water for most of the surrounding villages. At ARUFI there is a well which provides reasonable water. A programme improving quality of village water supplies in this area is needed.

Aid posts are operating at ARUFI, DIMSISSI. There were no acts of unlawfulness reported to the Patrol.

Younger
(M.M. Younger)
APO.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN Report No. 3 of MOREHEAD-1969-70

Patrol Conducted by J.K. NOMERI P.O.

Area Patrolled SARU CENSUS DIVISION (PART MOREHEAD COUNCIL AREA)

Patrol Accompanied by Europeans NONE

Natives JACK (TEMPORARY INTERPRETER & POL CLERK)

Duration—From 7/11/69 to 20/11/69

Number of Days 14

Did Medical Assistant Accompany? NONE

Last Patrol to Area by—District Services / / 19

Medical / / 19

Map Reference NONE

Objects of Patrol CONDUCT PART OF INITIAL ELECTIONS MOREHEAD COUNCIL

Director of District Administration,
PORT MORESBY.

Forwarded, please.

3 / 4 / 19 70.

W. Holmer
District Commissioner 100

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

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

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



TERRITORY OF PAPUA AND NEW GUINEA

67-3-63

12

Telephone
Telegrams 67-4-1: DA/P14
Our Reference
If calling ask for RAC.pmp
Mr.



In Reply
Please Quote

No.

Department of the Administrator,
Western District,
DARU.

4th May, 1970

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

Folio 11

MOREHEAD PATROL 4/69-70

The Secretary has commented on this report in his
67-3-63 of 22nd April, 1970.

2. His comments are, in part:-

"I am disappointed with this sloppy submission.
It appears to have been thrown together in a very
casual manner and its low standard reflects on Mr.
Nombri's ability."

[Signature]
(I.A. HOLMES)
DISTRICT COMMISSIONER

c.c. Mr. J. Nombri,
Sub-District Office,
DARU.

Secretary,
Department of the Administrator,
KONEDOBU.

GFB:SK

(11)

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

67-3-63

22nd April, 1970

District Commissioner,
Western District,
DARU.

PATROL NO. MOREHEAD 3/69-70.

Your reference 67-4-1 of 7/4/70.

2. I acknowledge with thanks, receipt of Special Report by Mr. J. K. Nombri, Patrol Officer of Saru Censu Division.

3. I am disappointed with this sloppy submission. It appears to have been thrown together in a very casual manner, and its low standard reflects on Mr. Nombri's ability.

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



TERRITORY OF PAPUA AND NEW GUINEA

67-3-63

10

Department of the Administrator,
Western District,
DARU.

Telegrams—
Telephone 67-4-1
Our Reference.....
If calling ask for RAC.pmcg
Mr.....

7th April, 1970

~~The Assistant District Commissioner,
Sub-District Office,
MOREHEAD.~~

MOREHEAD PATROL 3/69-70

Receipt is acknowledged with thanks of three copies of this report, submitted by Mr. J.K. NOMBRI, Patrol Officer, together with your covering comments.

2. As you say, the report is long overdue, however, there are some reasons, and valid ones, why this is so. Mr. NOMBRI commenced 6 weeks' leave in Mid-December, and then spent 6 weeks on special duties associated with the Upper Ramu Hydro-Electric Project. This is not to say that a short report like this could not have been presented between 21st November and 16th December, his leave date. Incidentally, the patrol was conducted in November, not October, and all diary dates are thus one month out. APO YOUNGER, who also assisted with these elections, submitted his report by the end of November.

3. The report itself gives a factual account of what Mr. NOMBRI did; it attempts no analysis of the people or the area. It does however illustrate that Mr. NOMBRI is making little effort to improve his reporting; not even a cursory check after typing to correct obvious errors. The Secretary, Department of the Administrator, has previously drawn attention to such failings on his part.


(I.A. HOLMES)
DISTRICT COMMISSIONER

~~c.c. The Secretary,
Department of the Administrator,
KONEDOBU.~~

Mr. J. Nombri,
Sub-District Office,
KIUNGA



TERRITORY OF PAPUA AND NEW GUINEA

9

Telephone
Telegrams **DISTROFF.**
Our Reference **67-4-1.**
If calling ask for
Mr. **RPK:vb**

Department of District Administration

Sub-District Office,
MOREHEAD,
Western District.

20th March, 1970.



District Commissioner,
Western District,
DARU.

PATROL REPORT MOREHEAD No. 3/69-70

Attached please find in triplicate the above numbered report submitted by Mr. Patrol Officer J. K. Nombri.

The late submission of this report is one which is inexcusable. At the time of the completion of the patrol the Officer was requested to submit a report of the patrol together with the Electoral Returns, but this appeared to be overlooked.

Mr. Nombri's report appears to be written off the cuff and typed out in a hurry although his facts in the Situation Report section is correct on the whole. With a bit more practice Mr. Nombri should like using the typewriter thus avoiding any unnecessary mistakes.

For your information, please.

R. P. Kekedo
(R. P. KEKEDO)

s/Assistant District Commissioner

cc. Mr. J. E. Nombri,
Sub-District Office,
KIUNGA.

MOREHEAD PATROL NUMBER 3 of 1969 /70.

(8)

MOREHEAD Administrative Area.

MOREHEAD Sub-District

WESTERN District

Patrol Conducted By: J.K.Nombri (Patrol Officer)

Area Patrolled : Saru Census Division (Part of Morehead
Local Government Council area).

Personnel Accompanying : Jack (Temporary interpreter and
Pcl Clerk).

Duration of Patrol : 14 days

Object of Patrol : Conduct part of the Initial Election
For Morehead Council.

Total Population : About 2,000.

Electorial Returns not included for it has been forwarded previously
to the Senior Local Government Officer , Western District , Daru.

J.K.Nombri
.....
J.K.Nombri Patrol Officer

MOREHEAD PATROL REPORT No. 3 OF 1969/70.

7

DIARY.

7/11/69
Friday 7/10/69.

Went from Daru to Morehead by plane with Messers Parker Senior, Local Government Officer, and Younger, Assistant Patrol Officer. Overnighted at Morehead Station.

Saturday 8/10/69.

Nominations of candidates and then elections for Ward 5 which include the villages of Garaita, Mata, Jaraita, Garaita Mission and the Morehead/S Station. Overnighted at Morehead again.

Sunday 9/10/69.

Departed Morehead Station in the afternoon per Administration tractor and trailer with the Electoral Party for Serki village. En route picked up some Keru village voters who were on their way to Serki village for the elections. Arrived at Serki village at night and slept there.

Monday 10/10/69.

Organised the polling booth and waited for the rest of the voters to come in from Inaporok and Keru villages. As Keru is quite a distance away and on the road the tractor and trailer was sent to help some of the people to get Serki.

Tuesday 11/10/69.

After an hour of explanatory talks the nomination of candidates for ward 9 elections was opened. This was then followed by the elections which ended in the afternoon. As required two councillors duly elected, one being the ex Village Constable from Keru and the other being a villager from Inaporok, after a hard contest.

W
Wednesday 12/10/69.

Departed Serki village for Kiriwo village. En route stopped at Morehead for lunch. After lunch continued on the journey, arriving at Kiriwo late in the afternoon, and overnighted there.

DIARY

13/10/69
 Thursday 13/10/69

Set up the polling booth then drive out to Goe. The voters there were a bit reluctant to come to Kiriwo for they wished to belong to ward which is the Suki ward. Some of the leaders claimed that they have more common interests with the Suki people than the ~~man~~ people in ward 10 which they are in at the present. However, after some discussion they willingly agreed to come to Kiriwo on the back of the tractor. Arrived back at Kiriwo late in the afternoon.

Friday 14/10/69

From 0745 hours till 1000 hours received nominations of candidates for ward 10 elections. The rest of the day was spent on elections which resulted in one councillor being elected as required.

~~Saturday~~ Saturday 15/10/69

Departed Kiriwo village early in the morning for Gigwa Mission Station per the tractor and trailer arriving there in the afternoon. Overnighted at the Mission.

Sunday 16/10/69

Observed at the Mission; but sent the driver back with the tractor and trailer for it was required at the Morehead Station.

Monday 17/10/69

Sent ward out for all the voters to come into Gigwa Mission Station then set up polling booth and hold informal discussions with thoes who were present. Again the night was spent at the Mission Station.

Tuesday 18/10/69

The morning was spent on taking nominations for Ward II. After lunch elections began and stopped at 5.30 pm to be continued the next day.

DIARY

Wednesday 19/10/69

Election for ward II continued till 11.30 am. The result of the elections was that 3 councillors were elected as required for this ward. Two of the men elected were from the village of Aewe and the third man comes from Guibaku village. The night was again spent at the Mission.

Thursday 20/10/69

Returned to Morehead with the electoral team by plane. Leaving the rest there I went onwards to Daru.

Patrol ends.

SITUATION REPORT.INTRODUCTION:

The area patrolled is the Saru Census Division of the Morehead Sub-District. The area is situated in a generally Northern direction of the Morehead Station. The purpose of the patrol, is to carry out part of the initial election of the newly formed Morehead Local Government Council. The above area includes three wards, namely wards 9, 10 and 11. There are 12 thousand people living in it. Because of the special requirements for the elections the patrol carried out just the elections and any other duties that were carried out were only those that were very closely related to the job at hand.

B. POLITICAL(a). Local Government.

2. The part of the initial election of the Morehead Local Government Council that was carried out by this patrol went on quite well as planned. The result of the elections was that six councillors were duly elected as required by the constitution of the new Morehead Council. The six are made up as follows;

Two members represent ward 9 and of these two one of them is the ex Village Constable from Keru village and the other one is a villager from Inaprok village,

The third member is a ex Village Constable from Kiriwo village and he represents ward 10,

And the other three members represent ward 11 and they

④

consist of two men from Aewe village, one a Mission Pastor and another a villager and the third member is from Ghibaku village.

3. The people in the three wards that the patrol had worked had shown keen interest in the council and had participated well in the elections. There has been more than eighty percent of the voters present and did cast their votes in the elections. The patrol did not encounter any real problems during the entire period, however, there were two instances of misunderstanding and disagreement and these were quickly settled on the spot.
4. The first of these was at ward IO, where the villagers from Goe Village disagreed that they should come under this ward. These people argued that they have no common interests with the rest of the people from the other villages in ward IO and that their interests lie with the Suki people who are in ward II. The Goe villagers also argued that they were closer to Suki Lagoon and that they were interested in the rubber plantings that are going on around there. When I told them that there is need for equal number of people in each ward, and that they could work through the council to get the ward boundaries before the next general elections of the council they dropped the issue.
5. The second instance was encountered in ward II at Gigwa Mission. Here the people from Iwewe village were dissatisfied with the results of the elections because the candidate from their village was not among the three men that have been elected for ward II. The Duru villagers came in their support because their candidate was not elected either. This would not have come about except that the two candidates from Aewe which is the biggest village in the ward have both won very easily with a few support from some of the other villages. I explained to these villagers that the three men that have been elected were the best men in the ward for the majority of think so and they have voted for them. In the council game they should think of themselves members of ward II and not members of individual villages. Furthermore I told them that the councillors so elected would and should work together as a team for ward II and not individual villages from which they come. After this everybody were quite happy with the results of the election.

(b) House Of Assembly.

I have used the Local Government Council election to explain the preferential electoral system of the House of Assembly. Before and after every procedure explanatory talks are given as to what had happened and what is to happen then the whole procedure is compared with that in the House Of Assembly.

Elections. The electoral boundaries and representation in the House of Assembly and compared with the ward boundaries and representation in the council. After each election in each ward it seems evident that the people have a bit more understanding of the electoral system in the Territory.

7. With the elected member in the House of Assembly the people in the area have one request and that is this. The people would like to see their local member in their to visit them so they would be able to put forward to him their ideas, proposals complaints and queries and also to hear from him what goes on in the House of Assembly. In my opinion this seems to be a simple request and their are entitled to the things in the request, it was pointed out to them that the House of Assembly Members especially the Ministerial Members have a lot of work to do in Port Moresby and thus they are away from their electorates most of the time. After the patrol the Member for the South Fly Open Mr. Olewale has been notified of the matter in person.

C. SOCIAL .

3. There appears to be two large social groupings in the Sava Census Division, namely the Sukis who dwell around the Suki Lagoon in seven villages and the who live further south ~~to~~ towards Morehead Station. In amongst the Sukis there is a migrant who have come down from the Kiunga Sub-District and have settled at a place called Kawatanga. These people are regarded as part of the Suki group but they are a distinct group with their own language and so on. Within this large groups there are villages to which they identify more readily and openly. Under all these there is the extended family units and these are perhaps the strongest group and it is the operational as far as the individual members of the extended family groups are concerned.
9. In my opinion the area is well served with social services, however there is plenty of room for extension and improvements. Schools that serve the area are the Administration Primary "T" School at Morehead station and the Mission Primary "T" school Gigwa Mission Station, both of which teaches up to standard 6. There is also a small Mission school at Serki village ~~which~~ which teaches up to standard one, and furthermore in this village there is a Mission Aid Post which is run by a Aid Post Orderly. At Morehead and Gigwa Mission stations there are two hospitals which are run by trained staff of the Administration and the Unevangelised Field Mission respectively. There are airstrips in the above three places with Morehead on the top of the scale and the Suki one down the bottom. The area is also served by s

water transport via the Morehead River which brings boats right up to Morehead Station & Secondly up the Wai Kuso and Mai Kuso up to Arufi about two to three hours drive away from Morehead Station. The Suki Lagoon is served from the Fly River up the Bula Creek.

D. ECONOMIC.

10. The economic situation in the Saru Census Division is in a dormant phase at the moment. The only big source of income for the people in the area is the crocodile skin trade, this is most likely to come to a halt because the number of skins sold to the Morehead Co-operative Limited has been declining steadily over the last few years. The other source of income cash earned by salaried employees working both within and without the area and this is a growing source because as young people of the area leave school they go out get employed and bring cash back to the area.
11. The only business venture in the area is the Morehead Co-operative which is fully owned and run by local people. This co-operative has main trade store at Morehead Station and a branch stores at Gigua and Weam Patrol Post. The basis of this Co-operative is the sales crocodile skins but as the trade skins is declining the Co-operative looks as though it would come to a stand still. This situation is counter balanced by the fact that there are Administration employees at both Weam Morehead who patronise the trade stores very regularly.
12. The economic potentials in the area as I can see are rubber, copra, deer meat and possibly mining, and they are in this order of possibilities. Though the patrol has not seen the rubber plantings around the Suki Lagoon from the impressions by talking to the various people connected with the project it seems that the work is going right ahead. The people themselves are very keen in the project and talked in great detail about it at the elections. There are numerous coconut stands in the various villages in the area but at the moment the people are using the coconut palms to make 'tuba' drink. Through the Council the people could be discouraged in making 'tuba' as it is done in both the Oriomo Bituri and Kiwai Councils and encouraged to make copra with the present stands and also plant new palms for the purpose. With the deer meat it is pretty much a dream of mine but the Morehead Council could do something about it for there are thousands of deer in the Morehead area. The mining is also pretty much in the air but if the Aluminium Company that

is prospecting in the Morehead area at the present discovers anything worthwhile and mining operations begin then it would certainly bring cash income for the people in wages etc.

E. CONCLUSION.

13. Though this is really a election patrol report , what should have been the main part of the report namely the Electoral Returns are not included in this report for it has been forwarded to the Senior Local Government Council Officer, Mr. Fred Parker straight as requested. As a result this report is a ordinary patrol report.

14. As a general summary the part of the Initial Election for the Morehead Local Government Council that has been carried out by this patrol went on as planned and without incidents. The Political , Economic and Social situations in the area are ordinary and normal , however , there may be trouble in the economic sphere may be trouble in the future. Though it may not be the cure to all, surely with the coming of the Council certain of the things that needs to be done economic wise or otherwise. Certainly the council would have a much bigger bargaining power to do things for its area.

J. K. Nombri

.....
J. K. Nombri Patrol Officer.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Report Number..... **MOREHEAD NO. 4/69-70.**

Subdistrict..... **MOREHEAD**

District..... **WESTERN**

Type of Patrol..... **LAND INVESTIGATION & SURVEY**

Patrol Conducted by..... **ERIC E. YOUNG (ASSIST. PATROL OFFICER)**

Area Patrolled
 (Council and/or
 Census Division(s)) } **SUKI LAGOON SARI CENSUS DIVISION**
MOREHEAD LOCAL GOV. COUNCIL AREA

Personnel Accompanying Patrol
NIL

(PATROL GARRIERS ONLY)

Duration of Patrol—front **23 / 2 / 70** To **28 / 2 / 70**

No. of Days..... **6 DAYS**

Last D.D.A. Patrol to Area :..... **No. 2-68/69 OCTOBER/NOVEMBER 1968.**

Date **15/10/68 to 8/11/68** Duration..... **16 DAYS**

Objects of Patrol (Briefly)..... **INVESTIGATE & SURVEY LAND APPLICATIONS FOR
 D.A.S.F. & U.P.M.**

Total Population of Area Patrolled..... **1792 (1968/69 CENSUS FIGURES)**

Director of District Administration,
KONEDOBJ.

Forwarded, please.

16 / 3 / 19 70.

Abolmer
District Commissioner. *al*

67-3-61

Division of District Administration,

KONERU, PUNA.

25th March, 1970.

The District Commissioner,
Western District,
BAM.

PARCEL NUMBERED NO. 1/68-70.

Your reference is 67-4-1 of 16th March, 1970.

2. I acknowledge with thanks receipt of Special Report by Mr. E.E. Young, I.P.O. of part San Census Division.
3. The covering comments are noted. This short patrol appears to have been quite effective.
4. I have no further comments.

(Y.V. HALL)

BAMBAK

Department of the administrator.

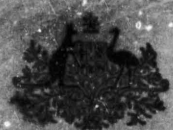
CC: Mr. E.E. Young,
Sub-District Office,
FOREHEAD
Western District.

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

67. 3. 67.

8

TERRITORY OF PAPUA AND NEW GUINEA



DEPARTMENT OF THE ADMINISTRATOR
18 MAR 1970
KONEDOBU

Department of the Administrator,
Western District,
PARU.

16th March, 1970.

Telegrams—
Telephone
Our Reference 67-4-1
If calling ask for
M RACSES

Assistant District Commissioner,
Subdistrict Office,
MOREHEAD.


MOREHEAD Patrol 4/69-70

Receipt is acknowledged, with thanks, of three copies of the above report, submitted by Mr. E.E. YOUNG, Assistant Patrol Officer. His claim for camping allowance has been funded and will be returned to your office for payment.

2. This report has been renumbered in this office as 4/69-70. Patrol Report 3/69-70 is still due from Mr. J.K. NOMBRI, now posted at KIUNGA, and relates to his 13 day election patrol in November. This report should have been completed by now, but is not yet to hand.


3. Mr. YOUNG is a keen officer, with qualities of maturity and common sense which should prove valuable. His brief report contains all that is necessary.

4. DASF staff matters as set out in Appendix A will be brought to the notice of the D.R.D.O.


(I.A. Holmes)
DISTRICT COMMISSIONER

↙ c.c.
The Secretary,
Department of the Administrator,
KONEDOBU.

Two copies of the report herewith, plus covering memo from Assistant District Commissioner, MOREHEAD. Patrol maps were not required, as plan and locality sketch form part of the Land Investigation Reports.


(I.A. Holmes)
DISTRICT COMMISSIONER

DISTRICT.

67 - 4 - 1.

KEKEDC.

Sub-District Office,
MOREHEAD,
Western District.

10th March, 1970.

District Commissioner,
Western District,
DARU.



PATROL REPORT MOREHEAD No. 4-69/70.
~~3-69/70~~

Attached please find in triplicate the above numbered report submitted by Mr. Assistant Patrol Officer YOUNG while carrying out Land Investigation tasks at SUKI. Mr. YOUNG was verbally brief to carry out the following:

- (a) Complete a chain and compass survey of 'KIRU' and 'NAKAKU' Land and submit a Land Investigation Report.
- (b) General observations as to the reaction of the villagers to the D.A.S.F. Rubber scheme and in general the present situation in the area.

The main purpose of Mr. YOUNG going to SUKI was to complete the long awaited for and long delayed Land Investigation Reports on 'KIRU' and 'NAKAKU' Land. The Investigation Report on the 'NAKAKU' Land has been submitted under separate cover, Ref. NY 35 - 12 - 9 and the 'KIRU' Land done likewise, Ref. NY 35 - 12 - 8 all dated the 9th March, 1970.

Re APPENDIX 'A' of the report, this will be further checked with the Missionary at SUKI but could this matter be also brought to the D.R.D.C.'s notice.

Mr. YOUNG has shown himself to be keen and interested in the tasks given him and has carried them ably and efficiently.

Camping Allowance Claims attached herewith.

R. P. Kekedo
(R. P. KEKEDO)

s/Assistant District Commissioner

MOREHEAD PATROL No.3 - 69/70.
PATROL DIARY.

Monday 23rd. February.

1200 departed Morehead by aircraft for Gigwa U.F.M. Mission, Suki. Travel via Wean.

1350 arrive Suki. Introduced to Mr Ian Lindsay. Patrol carriers arranged for morning. Night spent at Suki.

Tuesday 24th. February.

0830 depart Suki with Mr Lindsay for D.A.S.F. rubber extension site at Nakaku. Travel by boat.

0930 arrive Nakaku. Introduced to staff and owner of land. Mr Lindsay departs for Suki.

1100 commence survey of D.A.S.F. application with assistance of agriculture employees.

Evening trace out portion of survey completed.

Night spent at Nakaku.

Wednesday 25th. February.

0800 hear matrimonial complaints from villagers.

0900 commence land investigation report.

1030 continue and complete D.A.S.F. survey.

1300 commence and complete U.F.M. application survey.

1500 walk boundaries of D.A.S.F. & U.F.M. surveys with owner.

Evening trace out surveys and check for accuracy.

complete land investigation reports.

Night spent at Nakaku.

Thursday 26th. February.

0800 position permanent boundary markers.

1100 investigation and survey completed. Aircraft expected at Suki next day. Decide to return to Suki.

1200 leave Nakaku for Suki. Walk overland to lagoon.

1400 arrive lagoon. Commence to cross by canoe. Strong wind and rain, forced to take shelter.

1445 some break in weather, decide to try and cross lagoon rather than be stranded for night.

1545 arrive Suki, all very wet.

1600 radio contact with Morehead. Night spent at Suki.

Friday 27th. February.

0800 pay off patrol carriers.

0900 register shotguns and take particulars concerning payment of war gratuities.

1100 give talk to mission schoolchildren concerning ~~see~~

5

Friday 27th (cont.)

- safe use of electricity.
- 1200 radio contact with Morehead.
- 1330 commence drafting patrol report.
- 1400 informed aircraft delayed until tomorrow.
- Night spent at Suki.

Saturday 28th February.

- 0900 trace copy of survey of U.F.M. application for Mr Lindsay.
- 1230 arrival of aircraft.
- 1330 return to Morehead.
- Patrol ends.



Telephone.....
Telegrams.....
Our Reference.....
If calling ask for.....
Mr.....

Department of District Administration,
Sub District Office,
Morehead,
Western District,
9/3/70.

MOREHEAD PATROL No. (3) - 69/70.

SITUATION REPORT. - SUKI LAGOON LAND INVESTIGATION PATROL

A. INTRODUCTION.

1. The patrol was of a short duration and was specifically for the investigation and survey of two land applications, one by the Dept. of Agriculture, Stock and Fisheries and one by the Unevangelized Field Missions.
2. The main benefit gained from the patrol was the opportunity to observe the work being done by D.A.S.F. with the establishment of rubber crops in the area, and to gain some idea of how the people involved are reacting to the new scheme.
3. Mr. P Jones patrol no. 2-68/69 to this area makes a comprehensive report on the development of the scheme to that date and this report should be read in conjunction with his remarks.

B. SOCIAL. (the rubber scheme - the people's reaction)

4. The D.A.S.F. rubber scheme is to develop individually owned 6 & 7 acre holdings that are economically sound and where the owner can work the trees and provide himself with a living. The scheme is advancing well, a nursery is in operation and at present approximately some 2000 acres are being cleared for holdings, and trees are being planted ^{out} of the nursery to the individual lots.
5. The whole scheme is based on self help and cooperation. There are 5 villages participating in the project, the land being owned by one - IWewe and they are providing the land for the other villages to farm and also to build new settlements and gardens near the holdings. There appears an atmosphere of enthusiasm amongst the people towards the scheme and this is apparent in their approach and keenness in working the land and planting their trees. The test will be in the coming 4 to 5 years needed for the trees to mature and start producing.
6. As mentioned the 5 villages appear to be living and working in harmony and to have a real sense of the advantages to be gained from the success of the scheme. The custom of sister exchange which accompanies marriage appears as the only source of discontent amongst the people. The

problems arise when one party or the other fails to honour the custom.

7. A problem from without that could lead to trouble is the relations between the D.A.S.F. employees and the local village girls. There is one case of a married D.A.S.F. worker having a local girl living with him against her father's wishes and another where the Mission medical assistant reports that one of the agriculture assistants has V.D., a disease which is unknown in the area. A more detailed report and recommendations are included as an appendix.

C. LAW & ORDER.

POLITICAL AWARENESS.

8. In this sphere the advent of the Local Government Council has been important. The Councillor appears to be accepted as a responsible authority and leader and his position and work regarded as important. The people are generally peaceful and law abiding, but the area is somewhat remote from Government stations and influence, and it appears that patrols and contact infrequent. As a consequence of this reporting of offences have often been disregarded. The work of the Mission and the introduction of Local Government appears to be correcting this situation. More frequent patrolling in the area would be of great benefit.

D. HEALTH & EDUCATION.

9. In these regards the people receive an average standard in both. The work in these fields is left entirely to the Mission. The health of the people is generally good, with tropical ulcers their biggest problem. The school at Gigwe Mission has an enrolment this year of approximately 300 up to standard 5. The Mission hopes to extend these services to their proposed establishment at the rubber holdings.

E. SUMMARY.

10. The people and the area of the patrol proved most interesting by way of what is being attempted in economic development and of the changes it requires of the traditional attitudes to the way of life generally. The area is an opportunity for planned development to succeed within a specific group of people situated in a defined area. The rubber scheme is progressing well, the Mission proposes extension of its services on a site adjacent to the rubber

(2)

nursery, and the Morehead Buyers Society is also planning to establish services there. All this promises social and economic advancement for the area.

11. On the part of the Administration it would appear that it will be necessary to maintain a continuing interest and activity with the project to ensure no neglect or dissolution allows the scheme to fail. This would appear to be particularly essential in the crucial 4 - 6 year period while the trees are maturing and economic activity is dormant.

13. A short patrol for a specific task but providing an opportunity to observe a planned, coordinated attempt at economic development in a new, generally neglected area.

Eric E. Young A.P.O

(11)

Two reports brought to notice concerning relations between D.A.S.F. assistants and local village girls.

1. A report by a villager that his daughter is living with a D.A.S.F. employee named KABASI. It appears that KABASI has a wife and children either at Daru or Palimo. The father of the girl is annoyed as there appears no prospect of marriage and that KABASI is merely using the girl. It appears that he has infatuated the girl.

It would further appear that if enquires were made from D.A.S.F. as to the nature of the work KABASI is doing and if he can be replaced it would be in the best interests if he were taken out of the area.

2. A report from the Mission medical assistant informed me that D.A.S.F. employee PADOA KELLY has ~~an~~ V.D. I met PADOA KELLY personally at the rubber nursery prior to this knowledge and he appears to be well versed in his job and a keen worker. He would be second in charge at the nursery. He is about 19 or 20 years of age and I feel if he was treated for the disease he could continue his work there. As there is no record of V.D. in the area, it would be wise to ensure that he is treated.

Some of the D.A.S.F. assistants are young and single and there is always the possibility of problems arising with the local girls. It is to be hoped that they are briefed by their superiors on their responsibilities when working in these situations.

Eric E. Young A-10

H Q 1.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Report Number..... MOREHEAD No. 5. of 1969/70.

Subdistrict..... MOREHEAD.

District..... Western PAPUA.

Type of Patrol..... Special Purpose - Political Education.

Patrol Conducted by..... Mr. William R. Paterson Assistant District Officer.

Area Patrolled } MOREHEAD Council Area.
 (Council and/or }
 Census Division/s.) } Parts of BENSACH, TRANS FLY and
 SAHU Census Divisions.

Personnel Accompanying Patrol } Mr. E.E. Young A.P.C. (Part Patrol)
 } Mr. Derivi Dumdum Interpreter

Duration of Patrol—from 17/2/70 To 15/4/70 Broken Periods
 No. of Days Twenty Nine (29) see next sheet.

Last D.D.A. Patrol to Area: 1968, except for Bensbach 1969 and few villages visited
 Date for Council Elections Nov, 1969 Duration.....

Objects of Patrol (Briefly)..... 1. Political Awareness Study.
 2. Political Education.

Total Population of Area Patrolled..... 1,200.

Director of District Administration,
KONEDOBU.

Forwarded, please.

28/4/1970.

W. R. Paterson
District Commissioner.

16

67-3-69.

Division of District Administration,

KONEDOBU, Paga.

25th May, 1970.

The District Commissioner,
Western District,
DARU.

MOREHEAD PATROL NO. 5-69/70.

Your reference 67-4-1 of 4th May, 1970.

I acknowledge, with thanks, receipt of Special Report by Mr. W.R. Paterson, Assistant District Officer, of parts BENSBACK, TRANE FLY and SARU Census Divisions.

An informative and excellently presented report demonstrating a good appreciation of attitudes and problems in this area. I fully concur with your comments and those of Mr. Kekedo. It is essential that follow up patrols and regular discussions take place with the people. It is indeed particularly impressive to note the unhurried nature of the patrol.

I am sure the patrol was a worthwhile training experience for Mr. E.K. Young. Mr. Paterson is to be commended for his refreshing approach to political education.

T.W. Ellis

(T.W. ELLIS)

Secretary,

Department of the Administrator.

cc: Mr. W.R. Paterson,
Assistant District Officer,
MOREHEAD, Western District.

16

67-3-69.

Division of District Administration,

KONEDJOU, Papua.

25th May, 1970.

The District Commissioner,
Western District,
DARU.

MOREHEAD PATROL NO. 5-69/70.

Your reference 67-4-1 of 4th May, 1970.

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I am sure the patrol was a worthwhile training experience for Mr. L.B. Young. Mr. Paterson is to be commended for his refreshing approach to political education.

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

Secretary,
Department of the Administrator.

cc: Mr. W.R. Paterson,
Assistant District Officer,
MOREHEAD, Western District.

15

7. You will find it necessary shortly, and will be so instructed, to relieve Mr. Paterson of much of his routine and administrative and Council duties to permit him to concentrate on District and Sub-District work. This means that you and Mr. Young will be working harder, but in the context of WORTHFAD Sub-District, you are not presently overworked.

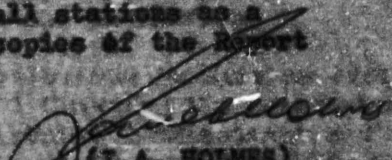
8. In conclusion, a very effective patrol, well reported by a good officer. Particularly impressive was the unhurried nature of the patrol.


(I.A. HOLMES)
DISTRICT COMMISSIONER

c.c. The Secretary,
Department of the Administrator,
WORTHFAD.

I will have copies of this report and my comments above, distributed to all stations on a note for other officers. Two copies of the report herewith.

slk


(I.A. HOLMES)
DISTRICT COMMISSIONER



TERRITORY OF PAPUA AND NEW GUINEA

67-3-69
14

Telegrams

Telephone

Our Reference 67-4-1

If calling ask for

Mr. RAC.pmcg

In Reply
Please Quote

No.

Department of the Administrator,
Western District,
DARU.

4th May, 1970

Assistant District Commissioner,
Sub-District Office,
MOREHEAD.

MOREHEAD PATROL REPORT 5/69-70

Receipt is acknowledged, with thanks, of three copies of this Report, together with your comments, and camping allowance claims for Messrs. PATERSON and DUMDUM. No claim has been received in respect of Mr. YOUNG.

2. With the possible exception of an Area Study submitted by Mr. P.M. JONES in 1968, this is the best report to have come out of MOREHEAD in years. Mr. PATERSON, who is one of the District's two Community Education Officers and whose previous tour at NOMAD was distinguished by very effective work, is a keen and energetic officer, who gives his best at all times. I am very confident that, given the necessary training and backing, he will prove one of the best "Political Education" officers in the Territory.

3. An informal D.D.A. staff conference in Daru on 27th April discussed the role and duties of C.E. Officers. The importance of the work was stressed by the Deputy District Commissioner and myself, as well as the need for all field staff - be they PID, DASP, BDA or whatever - to be brought into the ambit of this work so that their every contact with village people would be used as a means of promoting greater understanding of political matters.

4. Various diary entries (e.g. 7th April, 8th April, 11th April) underline the requirement that officers in this District be more than of average competence as outboard motor mechanics, otherwise they could well be stranded 100 miles or more from their bases. Yet, many new motors are supplied without tool kits or instruction manuals.

5. One of our basic difficulties is going to be that discussed in Para 55, Page 11. Our interpreters were almost all employed during the time of "direct rule", and being mostly illiterate and uneducated themselves, find great difficulty in interpreting anything other than advice and exhortations on such things as cash cropping, roads, village hygiene, and so on. However, they have to get the message across and their education may well have to be our first task.

6. When the P.E. Courses have been completed by our two officers, they will be brought to Daru to prepare a District plan in consultation with the Deputy District Commissioner, under my overall supervision. As stated above in Para 3, most Assistant District Commissioners and a number of junior staff have been instructed recently in their responsibilities, apart from the general instructions already passed on from the Secretary's office.

.../2



TERRITORY OF PAPUA AND NEW GUINEA

13

Telephone
Telegrams **DISTROFF.**
Our Reference **57 - 4 - 1.**
If calling ask for
Mr. **RPK**

Department of District Administration,
Sub-District Office,
MOREHEAD,
Western District.

23rd April, 1970.

District Commissioner,
Western District,
DARU.



PATROL REPORT MOREHEAD No. 5-69/70

Attached herewith please find three copies of the above number report submitted by Mr. W. R. PATERSON, Assistant District Officer (Political Education Officer).

This patrol being of a 'special' type mainly dealing with Political Education and Political Awareness Survey most matters have been channelled direct between the Political Education Officer and the District Commissioner whereas comments by me would only be a routine effort.

Reports of this type and more of them should open the eyes of those who say the Territory's people are advanced and well up to the present space age. More has to be done and the only means of getting the people to understand and realise the present problems 'follow up' patrols are necessary and regular discussions with the people by Field Officers and others who spend some time in the field. It is the Officer/people discussions which in time will bring the results anticipated.

The report in itself is well set out and not/^{being} expert or otherwise on the language it appears to be well presented.

As advised in my coded telegram of 7th April, 1970 number 132 and mentioned the diary of the report, the two West Irianese have since quietly returned to where they belong.

Camping Allowance Claims for Mr. Paterson and Interpreter Deravi are also attached.

For your information, please.

R. P. Kekedo.
(R. P. KEKEDO)

a/Assistant District Commissioner



TERRITORY OF PAPUA AND NEW GUINEA

(12)

Telephone.....

Telegrams.....

Our Reference.....

If calling ask for.....

M.....

Department of District Administration.

Sub District Office.

MOREHEAD.

Western District.

PAPUA.

21st April, 1970.

The Assistant District Commissioner,
Sub District Office,
MOREHEAD.

MOREHEAD PATROL No. 5. of 1969/70

MOREHEAD Sub District.

Western District - PAPUA

MOREHEAD Council Area.

Patrol Conducted by Mr. William R. Paterson
Assistant District Officer.

Area Patrolled Part Bensbach C.D.
Part Trans Fly C.D.
Part Saru C.D.

Personnel Accompanying
the Patrol. Mr. E.E. Young Assistant Patrol
Officer. (part Patrol Only).

Mr. Derivi Dumdum Interpreter.

Duration of Patrol 17th to 21st February
3rd to 9th March
19th & 20th March
23rd to 27th March
6th to 15th April.

Total 29 Days.

Last Patrol to
the Area. 1968 except Bensbach-1969.
(& few villages LGC Elections)

Objects of the Patrol Political Awareness Study.
Political Education.

Population of
Area Patrolled. 1,200

Map Reference Fly River & Boigu Fourmil,
sketch attached.

Introduction.

1. The first section of the Patrol was mainly concerned with the Political Awareness Study and is the subject of a separate memo reference my 1-8-5 of 26th February 1970 and the District Commissioners 51-1-4 of 18th March, 1970. As this aspect of the patrol has already been discussed in the above only a summary of this section will be given in this report. Though the above mentioned survey also included areas and villages not covered in this report general remarks made in same are applicable to the area covered in this report.
2. The whole of the patrol was conducted in the 'WET', this in itself is an experience in the Morehead area where, when the River rises huge areas become inundated and travel other than by canoe becomes impossible. Due to travelling conditions I was not able to visit as many villages in the time as I might otherwise have done. I was fortunate in many instances in that particular areas closed off completely shortly after I had returned from those areas. Travelling was by Toyota Land-Cruiser, River Truck-50HP Merc and on foot.
3. The patrol was for a special purpose, i.e. Political Education, and to quote from H.Q. Circular 19-1-29 of 16th October 1969 page 3, in relation to Political Education Patrols. "It is also envisaged that the Special patrols will be concerned only with political education and making good contact with native people completely unfettered by other administrative or district worries". For this purpose the patrol was mounted and most of the comments contained herein will be confined to this particular subject. This type of contact happens to be what is most required in the Morehead area at this stage.
4. The Morehead Local Government Council was proclaimed on the 19th of October 1969 and first Elections were conducted during the following month. The Council has had three meetings and the 1970/71 Tax Rule has been passed. I consider it desirable if not essential that every village in the area be visited and the purpose of the TAX be explained prior to tax collection. With one Census patrol now in the field and a further planned it now appears that this should be possible.

Patrol Diary.

Tuesday 17th February, 1970.

5. Morning Council activities and Patrol preparations. Departed Station by Toyota approx 1400 to arrive at impassable swamp approx 1440, waded through thigh deep water to arrive Mibini 1520. Villages went back to collect equipment. Camp set up. Spoke with villages to 1800 concerning purpose of visit. Again had discussions with line groups ~~0800 to 1030~~ ²⁰²⁰ ~~2020~~ ²²³⁰. Night Mibini.

Wednesday 18th February, 1970.

6. Further discussions at Mibini 0800 to 1000, this time mainly on council activities and correcting various wrong impressions uncovered last night. Quite good response. Walked back through swamp and drove to Morehead arriving 1100. Afternoon evaluating work.

Thursday 19th. February.

7. Morning on council correspondence and preparing vehicle and equipment for trip to KERU. Departed 1400, turned off main road at Mata and headed towards Keru, cleared numerous trees from off track and replaced decking on various flooded bridges, a total of three hours spent in two separate bogs. Arrived at Keru dirty hungry and mosquito bitten 2300, a rousing reception made it worthwhile. Camp set up. Night Keru.

Friday 20th, February.

8. Morning discussions with group 0830 to 0945 and again 1030 to 1200. Afternoon discussions with few leaders only. Heavy rain late afternoon and evening. Night Keru.

Saturday 21st February.

9. Departed approx 0730. Very heavy going following last night's rain and track collapsed underneath us six or seven times on way home, however team now expert with mazden matting and we arrived home 1400. Track quite OK once we reached Mata.

22nd February to 2nd March.

Political awareness report compiled and Council activities.

Tuesday 3rd March.

10. Prepared patrol equipment and departed Station by Toyota approx 0945 for Arufi. Stopped at Pangariki for Councillor Aniba to pay road workers otherwise trip uneventful arriving Arufi 1130. Set up camp, most people in gardens etc, arranged for meetings tomorrow. Held brief introductory discussions at 1730. Night Arufi.

Wednesday 4th March.

11. Meeting 0900 through to 1230 with a break at 1030. Very slow start but warmed up to lively discussions as went along. Afternoon had a look at well site and present water supply and coconut plantation, various discussions on same with Councillor Aniba. Night Arufi.

Thursday 5th March.

12. Departed Arufi 0830 for Deri-deri arriving 0915. set up camp, Brief discussions during morning as introductory. Good discussions during afternoon to 1630, reasonable response. Night Derideri.

Friday 6th March.

13. Departed Derideri 0845 for Gubam, road under water most of way, however not stuck until within reach of Gubam when went down in a new section. Arrived 0945. Given royal welcome even down to Bunting. Discussions 1100 to 1500 with break at 1200. Repaired road where stuck and changed tyre on the Toyota. Night Gubam.

Saturday 7th March, 1970.

14. Depart Gubam by Toyota 0845, rained last night, stuck three times after striking stumps etc submerged under water. Arrived Derideri on main road 1030 and continued on to Pangariki. Set up camp. Discussions with villages during afternoon. Rain again late afternoon. People walking in from Gubam advise swamp now filling rapidly and they made canoe crossing. We considered ourselves lucky. Night Pangariki.

Sunday 8th March.

15. Departed Pangariki approx 0900 for Mata, easy trip along main route to arrive 0930, cleared timber from track enroute. Set up camp. Discussions 1030 to 1215 and again 1400 to 1530. Very lively discussions, this group expects the world from their Tax contributions however the limitations of a \$1.00 and 50¢ tax were eventually understood at least in part. Night Mata.

Monday 9th March.

16. Further discussions with village leaders on projects and departed for Station by Toyota to arrive approx 10am. After clean up attended Council correspondence.

Wednesday

Monday & Tuesday 10th & 11th March.
Preparing material for Councillors and Committee members training Course and other Council activities.

Thursday & Friday 12th & 13th March.

Conducting training and general education course as above.

Monday, Tuesday & Wednesday, 16th, 17th & 18th March.

Council meeting, finalizing Estimates, Rules etc and general correspondence from meeting.

Thursday 19th March.

17. Loaded Patrol equipment into River Truck and departed station 0900. Easy trip to Iokwa village to arrive 0920. Brief walk up to village. Discussions with group 1030 to 1200 and again to 1530, quite good response. Village radio handed in for repair. Night Iokwa.

Friday 20th March.

18. Departed Iokwa 0800, down to River and loaded up 0815, up river to Rouku landing 0835. Discussions with village people 0900 to 1130 and returned to station 1200. Afternoon repaired aerial system for A510 transceiver for Patrol next week.

Monday 23rd March.

19. Loaded equipment into the River Truck and departed Station by River 0845. Mr. E.E. Young A.P.O. accompanying this trip. Arrived Uparua canoe place 0905. Village men waiting to carry equipment. Departed 0915 to arrive Uparua village 1015. Set up camp. Discussions 1100 to 1200 and 1330 to 1540, reasonable response after long warm up. 1555 radio contact with Morehead.

Tuesday 24th March.

20. Departed Uparua 0800 for river point arriving 0850. Baled out boat after last night's rain, loaded up and departed 0855 up river to Setavi canoe place just beyond pontoon position. Noticed normal approach track to pontoon now under 20 feet of water. Unloaded boat 0950, men waiting to take patrol equipment. We had brought motor bikes for this section but advised road completely under water so left them in boat. Walked to Setavi to arrive 1030. Set up camp. Discussions 1100 to 1200 and 1330 to 1545. 1550 radio contact with Morehead. Night Setavi.

(8)

Wednesday 25th March.

21. Departed Setavi 0755 - walking, good motor bike track and quite dry however after approx 1 hours walk crossed a flooded creek with bridge about 7feet under water which would have slowed bikes considerably, continued walking to old Setavi village, brief spell, continued to Kiriwo arriving 1230, carriers arriving later. Set up camp, had brief discussions with people initiating a few points for further discussion tomorrow. Radio contact Morehead 1600. Night Kiriwo.

Thursday 26th March.

22. Remained at Kiriwo, discussions morning and afternoon with Kiriwo and neighbouring Sirisa group. Response reasonable provided right leads were given. Mr. Young took part and led one topic. Radio contact with Morehead 1555. Night Kiriwo.

Good Friday 27th March.

23. Departed Kiriwo 0815, arrived Setavi 1245, four hours actual walking time. Continued on to River and boat mooring position, Organised load, paid off carriers and departed at approx 1430. Fast down river run to arrive home in rain at 1515.

23th March to 5th April.

Easter break and Station activities.
M.V. Anzana arrived Morehead from Daru 4th and unloaded 5th, our patrol equipment loaded on board and River Truck placed into towing position.

Monday 6th April.

24. Departed Morehead per M.V. Anzana 0615 with River Truck in tow. Mr. E.E. Young A.P.C. Accompanying. Anzana making 8 1/2 knots and boat towing well with no difficulties. Picked Councillor Daram from Iokwa enroute. Arrived Bula at Mouth of Morehead River approx 1500. Set up Radio in village and advised Morehead that Skipper was willing to tow us around coast to Iauga as seas were calm and boat towing well. Spoke briefly with Bula people and advised them to expect us early next week. Advised Councillor Daram of his duties through the Bensbach. Returned to Anzana for the night.

Tuesday 7th April.

25. M.V. Anzana up anchored approx 0430 and put to sea with high tide. Self checked on towing of River Truck and returned to bed til 0630. After breakfast repacked gear. Anzana making 8 1/2 knots, crossed shallow water to arrive at the mouth of the Mai Kussa River approx 1200 and tow dropped, loaded river truck, thanked Skipper and proceeded approx 2-300 yards upstream when Merc cut out. After several attempts to restart had failed Anzana moved up and pulled us to the shore. Anzana departed for Daru. Powered mission canoe arrived from Buji. After some questioning two passengers in canoe proved to be West Irianese though they first attempted to pass themselves off as 'village people'. Mission canoe towed us across the River to Iauga. Check on motor proved dirty fuel, probably stirred up sediment from the bottom of tank. Tank emptied cleaned and refilled. Cleaned fuel lines etc but no further response from the motor. Proceeded through swamp to Iuga where set up camp. Radio contact with Morehead 1600 and advised we had two W.I. with us. Spoke briefly with assembled village group and advised purpose of visit. Night Iuga.

Wednesday 9th April.

26. Morning working on Outboard motor, cleaned through entire fuel system and injected fuel down plug holes, eventually motor started and running well approx 1100. Returned to village. Radio contact with Morehead 1200, advised motor now O.K., no further information available on two W.I. During afternoon Mr. Young conducted Census for the village and I held discussions finishing at 1700, (radio contact with Morehead 1600). 1730 took boat for a test run - all OK. Night Tuga. Note. Tuga is extremely isolated village and does not normally rate many visitors, it usually involves a trip of 8-10 hours by sailing canoe from either Tais or Sibidiri the nearest Morehead villages. It is not accessible from land due swampy conditions.

Thursday 9th April.

27. Moved down to boat and loaded up, departed 0810. Uneventful trip down Mai Kussa River across mouth of Wassi Kusa and between Queensland islands and Papuan mainland to arrive at Tais landing at 0940. Unloaded and refueled. Councillor Buki proceeded us to village to obtain carriers. Moved boat into small tidal creek and secured. When no sign of carriers at 1145 set out for village across salt water swamp the two W.I. assisting with equipment, met carriers enroute, arrived village 1245. People had not been in village but at garden area further inland hence delay in finding carriers. Camp set up and most people back to village at 1530. Radio contact with Morehead 1600. Spoke briefly with assembled group and explained purpose of visit. Night Tais.

Friday 10th April.

28. Patrol remained at Tais. Morning Eric Young revised Census and I continued with political education discussions. Discussions continued in afternoon. Radio contact with Morehead at 1600. Sing-sing in village during evening.

Saturday 11th April.

29. Departed Tais 0700 to walk to beach, arrived 0750. Loaded up and away 0810. Heavy swell. Engine trouble developed with intermittent spark 0930. Fault corrected and moving again 1045, arrived Mari 1145. Beached boat. Census and Political Education 1330 to 1730. At 2200 brought boat further in on high tide. Night Mari.

Sunday 12th April.

30. Departed Mari 0740, seas have heavy swell, arrived Jarai after a slow trip but without mishap 0850. Beached boat above high tide mark and set up camp. Refueled etc and checked motor. Spoke with people briefly, for the remainder Sunday observed.

Monday 13th April.

31. Eric Young revised Census in morning, self conducted Discussions remainder of morning and afternoon. Radio contact with Morehead 1600.

Tuesday 14th April.

32. Tide out in early morning and had to wait for water to cover stones. Departed Jarai 0900 with heavy seas and light rain falling. Slow trip to Bula but without mishap, refueled once enroute. Arrived Bula village in mouth of Morehead River 1040. Most people at garden place. Set up camp refueled etc. During afternoon Political Education and general discussions. Radio contact with Morehead 1600 - advised will be returning to station mid afternoon tomorrow.

Wednesday 15th April.

33. Departed Bula 0730 with tide well out and coming in behind us. Two W.I. decided to return across border. Arrived MOREHEAD 1330 after uneventful trip. END OF DIARY.

Political Awareness Survey.

34. The political awareness survey has already been fully commented on, (reference paragraph 1. of this report) suffice it is to say here that my findings in the continuation of the political education programme served to confirm my earlier statement, - that there are very obvious gaps in the peoples knowledge as regards House of Assembly, Local Government and all matters pertaining to the Administration.

Political Education.

35. During this patrol I attempted to fill some of the knowledge gaps as they have been made apparent to me. I did not at this stage endeavour to go too deeply into any particular subject. It may perhaps be said that I touched too lightly on some subjects, however, I did not consider it advisable to push too far where there was no inquiry coming up as I believe that nothing would have penetrated.

36. The main visual aid used during all discussions was white 'butchers paper' and a set of coloured ink pencils. The growth of interest when a visual aid was used was quite marked.

37. The following main topics were discussed:

- a) Council Finances
- b) Power of Councils to make Rules
- c) House of Assembly
- d) Elections
- e) Economy, Imports V Exports.

38. Briefly the above topics were treated as follows:

a) Council Finances.

This particular topic was given more discussion time than any other single item as I believe it to be basic to our present method of Administration through Local Government Councils. With an understanding of this point people may then understand a little of how the Territory budget works. The following procedure was adopted. I first inquired as to what the Council Tax rate was. With this answer marked up I then asked what they wanted the Council to spend its money on. A representation was drawn on the paper for ALL suggestions made. If necessary I made a few suggestions myself when other suggestions were totally exhausted, nothing being placed on the paper unless the group approved of the idea. In this way I had all items of major expenditure listed in the Council 70/71 Draft Estimates represented on the paper, plus other items not included in the Estimates. The pictorial list was gone through again to make sure the people understood the figures. The Tax rate was again mentioned and the total tax expected explained and marked up i.e. I = \$100. The Government aid to the Council was

then explained and marked up in like manner. The funds were then 'expended' the people being asked if they wanted a particular project before it was marked off. It was seen that the available funds were all finished but that several projects were still showing as not done. The possibility of them being included in another years estimates was then discussed as were future tax rates. The above procedure could and did in some cases take anything up to two hours to go through, time taken being dependent on the level of knowledge of the particular group and the time available.

39. b) Power of Councils to make Rules.

The procedure prior to the making of a rule was explained as was the method of making a rule, i.e. Majority Rule. Various possible Rules were discussed and these will be mentioned further on in this report. This subject was of local interest and was a good topic to start people talking. All watched with interest while the proposed 'Rules' were discussed at 'Council Meetings' and either rejected or accepted on the count of marked figures on the paper. By the use of such parochial topics discussions were started which were then continued to more difficult subjects.

40. c) House of Assembly.

The main point made here at this stage was that - The House of Assembly is relevant to YOU the villager. To make the point the Crocodile Trade Protection Ordinance was discussed at length the people giving their views on the Ordinance and why they thought the Rule was introduced. The lay out of the House was then described pictorially (Speaker, Official Members, elected members, total 94 etc) and the probable passage of the Bill through the house was watched (without undue reference to the Papua V New Guinea split). Other functions of the house were then described and the importance of the member stressed. Once again Majority Rule came up.

41. d) Elections.

Once again the main point being that Elections are very relevant to the villager. The importance of picking a member (or Councillor) who is going to be a good representative. Who will speak for the people and as much as is possible keep the people informed. How an election works - the Majority vote.

42. e) Economy, Imports V Exports.

This was brought down to 'grass roots level' starting at the villager who sells a sixteen inch crocodile skin (first grade F.W.B.) and makes his purchases at the Local Co-op. The passage of his money and the skin were then studied. It was noted that the money could come back - but only if there was an export, the importance of minerals as an export was discussed.

Attitudes.

43. During the course of discussions attitudes towards several subjects were noted. Perhaps the most important is the attitude towards the 'Crocodile Trade Protection Ordinance'. The most obvious point is that the law is not understood, the majority did not know who made the law or why.

44. In reply to who made the law several answers were given, they ranged from Mr. Morgan (Co-op Officer), the ADC the DC and the Member. "Why was the Law Passed?". In most villages someone would answer in 'parrot fashion', "So the big ones can put more eggs". In most cases this was the pat answer and not really understood or believed, if the question was put further. "Yes but why do YOU think the law was made?" Other answers followed, i.e.

- a) The Co-op was running short of money and could not buy the big ones.
- b) They(?) thought the people were getting too much money so they(?) wanted to stop them from catching big crocodiles.
- c) People were having arguments because some men were receiving big money (from large skins) while others were receiving small money (from small skins) so now they will all receive only small money and there will be no more arguments.
- d) They(?) are trying to finish our crocodile business.

45. All thought the Ordinance was meant to discourage the hunting of crocodiles of all sizes. This in fact is the effect of the Ordinance, the effect is noted and taken as being the intention. Most hunting is done at night when hunters can not tell the difference between an 18 inch crocodile and a 22 inch one until it is too late. People have not been actively hunting for fear they do bag a big one and find themselves in trouble because of it. Overall less crocodiles are being caught however the rate of over 20 inches to under 20 inches remains roughly the same.

46. With the law explained people are a little happier, however, if the popular voice was to be heard that voice would seek the removal of the Ordinance. At the present time there is much waste with large skins being hidden away in garden houses, this area can ill afford waste.

47. Several possible Council By-laws were discussed, it is not necessarily the intention that such Rules be passed by the Council in the future, proposed Rules were discussed as local interest topics, reference paragraph 39 of this report. Topics discussed and attitudes were as follows :-

48. Coconut Protection Rule i.e. banning the manufacture of Tuba. The majority of men saw this as a discriminatory law and were not in favour of it. The women have to put up with the men when they are drunk and are all in favour of banning Tuba. (A few women do drink but apparently not to such excess'). The overall majority thought there should be some limitation to the making and drinking of tuba but no practical method of enforcing restrictions was suggested. As there is no economic potential in copra (in this area) at the moment and more and more trees are maturing every year Tuba making will quite likely increase unless some other productive outlet is found for their energies. A Rule prohibiting the production of Tuba would stand little chance of being passed in the Council at this stage and even less chance of being enforced. The topic made for interesting discussions.

49. Dog Registration Rule. Although there was some agreement that there were too many dogs there was no general agreement as to how their numbers could be restricted to a useful figure. A common phrase was 'our dogs are our shot guns'. A dog registration Rule would stand no chance of a successful passage through the Council. The proposal prompted discussions.

50. Village Sanitation and Hygiene Rule. Very little discussion on this point, it appears that all honestly think that such a rule would be a good idea.

51. Roads Maintenance Rule, Once again very little discussion, most groups do a good job at maintaining their roads and they see no particular disadvantage in there being a Rule.

Political Education Aids.

52. After the third Council meeting a Council News Sheet was distributed with returning Councillors. The news sheet was printed in Motu and provided a coverage of topics discussed in the meeting, i.e. Tax Rule, Ward Committee Rule, Draft Estimates 1970/71 and other business. I was interested to see how the news sheet fared in the villages. The following observations are made:-

- a) Councillors and Committee members were very pleased to receive the news sheet as it was something tangible to take home from the meeting.
- b) In the majority of villages visited the news sheet was of limited value because, (i) there was no one in the village literate in Motu - or any other language, or (ii) the person who could read Motu was not able to read well enough to place the subject matter into sentences that made sense. This situation will improve with time.

53. The Council news sheet is worth continuing with the following improvements:

- a) Less subject matter per issue.
- b) Very short sentences with sentences well spaced so that there is little possibility of sentences being run together.
- c) All english words spelt phonetically where no Motu word exists.
- d) Subject matter to be trimmed to the point where each issue comprises only one page as otherwise pages become mixed.

The above all tend to limit the amount of material that can be handled, however, that is better than none at all.

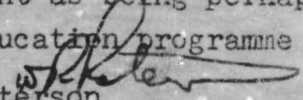
54. In the majority of villages visited there is no radio. In those villages with radios there was no noticeable improvement as regards political awareness. People do listen to their radios. The key is programmes must appear to be relevant. There is very little in Daru or Moresby which appears to be relevant to the average Morehead villager. I see no real alternative to face to face field contact assisted by whatever aids are available.

55. Derivi Dumdum Morehead Station Interpreter a Public Servant filled the position of Interpreter throughout this Patrol. Derivi is not generally regarded as a very bright interpreter. For the first few villages Derivi obviously wondered just what it was all about and could not see the relevance of it all. He could not understand the shift in positions in that he was now expected to be all the time asking questions and relaying answers rather than making precise statements, he has been an interpreter for some years. Derivi eventually saw the point of it and improved to be a useful member, however he still had to be watched as he was likely to tell a trifier that he was giving quite the wrong answer.

Conclusion

56. The above described Patrol has achieved little in terms of District Awareness and not much at Sub District Level without adequate follow up. However, I believe the Patrol was worthwhile.

57. Obviously a planned approach is required at District Level and it is hoped that something may be done in that line following the completion of the courses for Political Education Officers currently being held. Such a planned programme would require the active participation of all field officers and I do not believe that the average field officer realizes the need for such a programme. Without realizing the need he will not see the relevance of the programme, and without that point in view little will be gained. I see this point as being perhaps the most difficult in implementing a political education programme at District level.


W.R. Paterson

Assistant District Officer (Political Education Officer)

23rd April, 1970.



67-3-89

TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN Report No. 6 of 1969/70 Morehead Sub Dist.
 Patrol Conducted by Eric E. Young Assistant Patrol Officer
 Area Patrolled Trans Fly Census Division
 Patrol Accompanied by Europeans W.R. Paterson, A.D.O. (part only)
 Station Personnel Natives Derivi Dumdum, Interpreter, Const. 1985 Sibert.
 Duration—From 6/4/1970 to 26/6/1970 Edo Nar, driver, Gubai Nezen, Aid
 (broken periods) Post Orderly
 Number of Days 31 actual days
 Did Medical Assistant Accompany? second part only
 Last Patrol to Area by—District Services / / 19 Census Patrol - Feb 1968
Medical / / 19 Short Council Election Patrol -
Nov. 1969
 Map Reference Fly River and Boigu Fourmil (map attached)
 Objects of Patrol Trans Fly Census Revision and local government and
political education programme.

Director of District Administration
PORT MORESBY.

Forwarded, please.

3/8/1970.

J. Holmes
District Commissioner *HO*

Amount Paid for War Damage Compensation \$.....
 Amount Paid from D.N.E. Trust Fund \$.....
 Amount paid from P.E.D.P. Trust Fund

Eric Young
District Commissioner

GFB:EMB

34

67-3-89

Division of District Administration,

KOPEDOBU, Papua.

17th August, 1970.

The District Commissioner,
Western District,
DAHL.

MOREHEAD PATROL NO. 6/53-70

Your reference 57-4-1 of 5th August, 1970.

I acknowledge, with thanks, receipt of Annual Census and Area Study by Mr. E.E. Young, Assistant Patrol Officer, of TRANS FLY Census Division.

This is a good report. Despite some failings in form and presentation, Mr. Young has provided an extremely sound assessment of the TRANS FLY; and his thoughtful proposals to boost the economy are valuable.

Please ensure that Mr. Young is advised of the correct headings to be used when compiling Area Studies in future.

Comments will be made on the Village Population Registers in separate correspondence.

Mr. Young's nature approach to his duties is very pleasing.

(T.W. ELLIS)

Secretary,

Department of the Administrator.

C.C.
Mr. E.E. Young,
Sub-District Office,
MOREHEAD,
Western District.

TELEX MESSAGE FORM

17

TO BE COMPLETED IN INK ONLY

TO BE USED BY AUTHORIZED OFFICERS

Form 1

Address must be complete to ensure delivery.

NOT FOR TRANSMISSION

To be completed by sender.

To: DISCOM

Name of Sender: G. E. BOOTH

DARU

File NO: 67-3-89

a.m.

p.m.

After 4.00 pm

To be completed by Typist.

Date: _____

Initials: _____

NO: _____

MOREHEAD

PATROL

REPORT

NUMBER

6/69-70

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COMMENTS

STOP

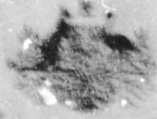
PLEASE

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ADSEC



TERRITORY OF PAPUA AND NEW GUINEA

67-3
30

Telephone
Cable Address
Post Office
No.



In Reply
Please Quote
No. 67-3

Department of the Administrator
Western District,
D.M.S.

5th August, 1959

Assistant District Commissioner,
Sub-District Office,

WESTERN DISTRICT 67-3-30

Receipt is acknowledged, with thanks, of three copies of this report by Mr. L.L. HARRIS, Assistant District Officer, containing statistical reports, area study, census sheets, map and appendices. Your comments and general instructions are also noted. Plans for copying allowances will be returned please for payment.

1. For an officer in the first year of service, Mr. HARRIS has submitted a surprisingly good report, notable for its accuracy and detail. I commend this for its energy and thoroughness. It is, to my knowledge, the first paper officer to come to the area of the subject - that the role concerns future of these people lies in their relocation, health or outside the common division, in unpopulated villages of other kind and how first procedures upon subject to any possibilities and the common interest.

2. This period is not the first in 24 years to this area. A general election period was conducted last November, and various other visits have been made in this period. Your report is valuable reference in past. All statistics in case 2 years records, and this reflects nearly as present and past procedures.

3. Changes in village divisions should not be made in the context of a period report. You should make your recommendations for amendments to the Secretary in a separate memo or file 67-3-30, and if you think these are approved, then the village registration registers can be adjusted. I accept your statement that present records do not contain accurate census registrations, but even so the registers are not regulated in some of the Secretary's field of that October, 1958. I will forward them with the reports, but they will probably be returned.

4. Mr. HARRIS may be a little too critical of officers' previous efforts in the area (page 2, para 1). It doesn't seem that they have previously told the people - he can only suggest the resulting illness, indeed.



TERRITORY OF PAPUA AND NEW GUINEA

67-3-29
39

Telegrams
Telephone 67-4-1
Our Reference
If calling ask for RAC.pap
No.



In Reply
Please Quote

N. 67-4-1

Department of the Administrator,
Western District,
DARU.

5th August, 1970

Assistant District Commissioner,
Sub-District Office,
MOREHEAD.

MOREHEAD PATROL 6/69-70

Receipt is acknowledged, with thanks, of three copies of this report by Mr. S.B. YOUNG, Assistant Patrol Officer, concerning situation report, area study, census sheets, map and appendices. Your comments, and patrol instructions, are also noted. Claims for camping allowance will be returned yours for payment.

2. For an officer in his first year of service, Mr. YOUNG has submitted a surprisingly good report, notable for its accuracy and detail. I commend him for his energy and perspicacity. He is, to my knowledge, the first junior officer to come to the crux of the matter - that the sole economic future of these people lies in their relocation, inside or outside the census division, in amalgamated villages at sites which SAREP have first pronounced upon relative to crop possibilities and the economies thereof.

3. This patrol is not the first in 3 1/2 years to this area. A council election patrol was conducted last November, and various other visits have been made in this period. Your record in census revision is poor. SAREP Division is some 3 years overdue, and this reflects poorly on yourself and your predecessor.

4. Changes in village listings should not be made in the context of a patrol report. You should make your recommendations for amendments to the Directory in a separate memo on file 74-1-1, and if and when these are approved, then the village population registers can be adjusted. I accept your statement that previous records do not permit accurate census reconciliation, but even so the registers are not compiled in terms of the Secretary's 74-3-0 of 14th October, 1969. I will forward them with the report, but they will probably be returned.

5. Mr. YOUNG may be a little too critical of officers' previous efforts in the area (page 2, para 1). He doesn't know what they have previously told the people - he can only assess the results; dismal, indeed.

.../2

6. Basically, questions of social change and culture clash have to be left to the people to work out for themselves. Any imposed improvements are really not improvements at all. Such changes are likely to become more prevalent, particularly if village migrations and resettlement become accepted and are bound up with the inevitable move into the 20th century mainstream which these people must make if they are to progress in any meaningful way. We can attempt to guide them through this transitional period, but a whole programme of social reform is going to be required, and our field staff are, by and large, not qualified to carry this out.

7. The figures on children in the 6-10 age group not attending school have been passed to the District Inspector, Education, also various extracts on cash cropping and economic development have been given to the District Rural Development Officer, for use by him.

8. Road development in the Morehead area has been one of the few positive features of administration in the past few years, and even though the roads are often cut in the wet, they do provide access and a sense of community. However, they are not ends in themselves, and in view of the World Bank Report and subsequent planning, only those roads - such as ORIONO-SOTAR, and, ARUFL-SUKI - which provide demonstrable avenues for economic development or have administrative or strategic significance can be regarded as "Administration" roads. The remainder are village roads, to be maintained by the villagers from their own resources.

9. I have discussed the report fully with the District Rural Development Officer. Such comments as I give now are hardly the vehicle for a co-ordinated economic plan for the Trans-FLY. However, there will be in the dry season a DASF survey made of the area to provide information on rubber potential, as climatic considerations will largely govern any decision to foster a large-scale planting programme. Any such planting will, as a matter of District policy be in areas tested and approved as resettlement areas. It must also be borne in mind that the Trans-FLY people have, by force of circumstances, not developed as agriculturalists as their traditions lie more in the hunting and gathering line, and though there is evidence of enthusiasm now, this may not carry through the long years of tending immature rubber plantings.

10. Copra is now at a comparatively high price. There is, however, no shipping service in the District, other than that provided spasmodically by Administration trawlers on station supply runs, which could backload small amounts of copra to DARU. Similarly, citrus grown at MOREHEAD would hardly be valuable enough, or be of commercial quality, to warrant air charter movement to DARU. Economic feasibility is the be-all and end-all of any such scheme. This is not to say that such proposals as are suggested by Mr. YOUNG should not be further investigated.

11. In re the discussion on political awareness, what becomes obvious is that any political education programme needs as one of its basic ingredients a considerable measure of relevance. Anything irrelevant to life in the villages will not be remembered, or even understood: it follows that the programmes we devise must be in

time with grass-roots thinking. It must be shown to the people that form and functions of their self-governing and independent country will influence their lives, their children, their village, and their future social and economic status.

12. What is encouraging in the report is the interest and developing awareness of some of the people. If this can be built on, we may achieve some success in developing a very backward section of the District.

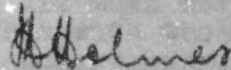
13. In conclusion, while there are some errors of form in this report and in the census sheets, on the whole Mr. YOUNG has produced a valuable and informative study of the Trans-FLY. Please pass on my congratulations to him.



(I.A. HOLMES)
District Commissioner

c.c. ~~Secretary,~~
Department of the Administrator,
KONEDONG.

Two copies of this very good report herewith. Mr. YOUNG is a mature Assistant Patrol Officer, aged about 28, who is proving a valuable addition to District staff.



(I.A. HOLMES) *AB.*
District Commissioner

c.c. ~~Rural Development Officer,~~
Department of Agriculture, Stock & Fisheries,
DARU.

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(I.A. HOLMES)
District Commissioner

c.c. Secretary,
Department of the Administrator,
KORHOLA.

Two copies of this very good report herewith. Mr. YOUNG is a mature Assistant Patrol Officer, aged about 28, who is proving a valuable addition to District staff.



(I.A. HOLMES) *AB*
District Commissioner

c.c. Rural Development Officer,
Department of Agriculture, Stock & Fisheries,
DARI.

TERRITORY OF PAPUA AND NEW GUINEA

File: 67 - 4 - 1.
Telegrams: DISTROFF.
RPK:tt

Division of District Administration,
Department of the Administrator,
Sub-District Office,
MOREHEAD,
Western District.

28th July, 1970.

District Commissioner,
Western District,
DARU.



PATROL REPORT MOREHEAD No. 6 OF 1969/70

Attached please find the above numbered report in triplicate submitted by Mr. E. E. Young, Assistant Patrol Officer upon completion of the patrol to the Transfly Census Division of the Morehead Sub-District.

The report consists of:

- (a) Introduction and Situation Report,
- (b) Area Study with its relevant sections attached,
- (c) Village Population Register,
- (d) Patrol Map, and
- (e) Camping Allowance Claim.

This area has not been patrolled for some two and a half years or so and Census figures appear impossible to reconcile with the present figures as old figures are either non-existent or unreadable in the Village Books. The compilation of the new Census Sheets and the present figures are much more realistic and thus trying to balance the figures with those taken some years would be a task one cannot imagine undertaking.

In regard to the combining of villages and the changing names of villages, this is in fact what has been the case recently as stated in the introduction section of the report. However, although it appears that the villages envisaging such a change are positive of their intentions, this should be left for the next patrol to follow-up, re-checked and the authorities advised of the change to be recorded. The villages involved are:

- (a) BUBUJI (scrap this present name and retain old name as KWIWANG)
- (b) SIBIDIRI and GIJA (to combine as one unit and the village to be known as SIBIDIRI)
- (c) TONDA to combine with MIBINI (village to be known as MIBINI)

The report in itself is self explanatory and all that is embodied in the report whether it be in the Economic or Political section, this area is one which is sadly lacking in development. The people have shown their willingness and keenness to move off their feet or at least make a go at it but have to be depressed by informing them that there are no firm or in fact definite policies for this forgotten region.

This is Mr. Young's first full and complete patrol and there is no doubt that he has quite ably carried out the tasks which were required of him. A very well written and informative report which is a credit to him.

For your information, please.

R. P. [Signature]
a/Assistant District Commissioner

File: 67 - 1 - 2.
Telegrams: DISTROFF.
RPK

Department of the Administrator,
Division of District Administration,
Sub-District Office,
MOREHEAD,
Western District.

2nd April, 1970.

Mr. E. E. Young,
Assistant Patrol Officer,
Sub-District Office,
MOREHEAD.

Patrol Instructions

This is to confirm my verbal advice in regards to you moving out on patrol with Mr. A.D.O. Paterson to the coastal sector of the Transfly Census Division. You will accompany Mr. A.D.O. Paterson for the two weeks duration so as he will be on hand to direct you to the correct procedures of a routine patrol which Mr. Paterson is quite familiar.

Please be prepared to depart Morehead on Monday 6th April, 1970 per M.V. Anzana (if the Anzana arrives here in time). Your tasks will be as follows:

- (a) Revise Census and Compile new Census Sheets.
- (b) Area Study.
- (c) Assist Mr. Paterson with his Political Education work and familiarise yourself with procedures.
- (d) Routine Administration - Law & Order.

This will be your main tasks.

Mr. Paterson will be with you for only two weeks and you will be left on your own to complete the whole Census Division on your own. If you need any additional personnel in the way of Police do not hesitate to ask and obtain one. Interpreter Derevi Dumdum will be accompanying you, although an old hand in the game you will have to guide him in order that he may focus himself onto the right track and be led away by his own thoughts when he does not understand you. Driver Edo Nar will be with you on part of the patrol as far as the vehicle could go and you should find him a fairly good worker.

The people of the area have been under Admin- control for some length of time and you should not encounter any difficulties on the patrol.

If you have any problems see me prior to your departure.

I wish you well and every success on this your first solo patrol to the area.

R.P. Kekedo
(R.P. KEKEDO)

a/Assistant District Commissioner



TERRITORY OF PAPUA AND NEW GUINEA

31

Telephone.....

Telegrams.....

Our Reference.....

If calling ask for.....

Mr.....

Department of District Administration

Sub District Office,

MOREHEAD.

12th July 1970.

MOREHEAD PATROL No. 6-69/70

INTRODUCTION.

This patrol completed the Census Revision and Area Study of the Trans Fly Census Division for 1969/70. The Village Population Register is attached as per Appendix 'B'. It has been impossible to reconcile some village figures with the last census and this would be due to a number of factors. It has been 2½ years since the last census take of the area, and unfortunately the census books had been allowed to deteriorate to such a degree that a balance has been impossible. New census and tax rolls have been prepared and it is proposed to take the 1970/71 census before December this year, to confirm the present balance and to return the sequence of patrols to the dry season.

The patrol was conducted entirely in the wet season and this in combination with the need to travel to scattered areas with difficult access was largely responsible for the period taken in completing the patrol.

Part of the patrol was accompanied by A.D.O. Paterson in his capacity as Community Education Officer and talks were given on local government and the functions of the House of Assembly. For the second part of the patrol these talks were given by myself.

In preparing this report and area study consideration has been given to an analysis of the needs and aspirations of the people and suggestions are advanced as a possible base for development of the area. To avoid unnecessary repetition, the Situation Report has been kept to a general broad outline, allowing the Area Study to go into detail in more depth. The suggestions in this Study should be read in conjunction with the patrol map which shows the proposals in relation to the area.

Three changes regarding villages will be noted from previous reports from this area.

1/ The village BUBUNI has been abandoned, the people returning to their former site and adopting again the old name- KWIWANG.

2/ The census of SIBIDIRI and GLJA have been combined under SIBIDIRI. The people have been living as a single unit for many years and regard themselves now as one village group.

3/ TONDA and MIBINI have combined recently at the MIBINI site. It is expected that they will unite in one unit but to date they have been censused separately until full intergration is achieved.

SITUATION REPORT.a/ Political :

It would be true to say that the degree of political awareness in the area is generally low. A good number are aware that Ebia Olevale is their member, but as to his job, most cannot answer beyond 'to help the villages'. As to the role of the House of Assembly and the significance of political development in Territory today, the people have no idea. In fairness to them in this attitude it must be said that they have never needed to know, and nobody has bothered previously to inform them. The people are not unduly adverse to change, and in most villages there can be found one or two persons who are keen to learn. In general these people are either local government councillors or committeemen.

b/ Local Government

Local government has only recently come to Morehead, having been functioning for some 7 months. As must be expected most people are unsure what local government will mean to them, but it is encouraging that the majority have an open mind regarding it and are prepared to support it, and to give it an opportunity to succeed. The councillors in the main are extremely keen and are taking to their tasks enthusiastically. They are anxious to learn and their attitude and approach augers well for the successful growth of the Council.

The introduction of local government to this area is undoubtedly one of the most important advances to date and it is encouraging to see the support the Administration is giving the Council in its first full year in way of grants and funds for works programmes.

c/ Economic

Economic development in the Trans Fly area could be said to be virtually non-existent. In trying to explain why this is so, one could arrive at varying reasons. Undoubtedly the far-flung nature of the inhabitants and the difficulty of access is an important point. The general unsuitability of some areas is another. On the other hand it is equally true that those considerations appear to have been used as excuses in the past for doing little, and what attempts have been made appear to be ill-considered and un-coordinated ventures. It is sufficient to say at this point that economic development is sadly lacking, and that a more concerted effort is needed to promote development in the area. It is intended to go into this feature in more depth in the area study.

The one continuing economic outlet of the people is a completely natural one, requiring no special assistance i.e. crocodile skins. No large scale exploitation of this resource has developed, the people killing them only as and when money is required. During the patrol the people were encouraged to obtain more skins, keeping in mind the size regulations, in an attempt to up value the earnings of the people and area generally.

d/ Social

Each village within the area comprises a complete social unit in itself as is customary with most communities of this type. Individual decisions appear very much to be influenced by consideration for the community as a whole, and it is unusual for a person to act against general village opinion. Decisions by an individual such as shifting to another village or wishing to leave to obtain work, form important considerations for the whole group, and as such village opinion is strong in these matters.

A further strong communal tie is the very widespread practice of child adoption. In nearly every village this giving of children to other parents, and in some cases, to single men or women to rear is very prolific. Another customary practise that is now beginning to cause tension and conflict both within and between villages, is the tradition of sister-exchange marriage. The increasing number of cases of young girls being married to elderly men, and of young men being left without wives is leading to friction between the younger and older sections of the village. It is becoming obvious that elder brothers are using their traditional rights in this custom to satisfy their own ends i.e. acquiring new or additional brides (usually the most eligible) at the expense, and without regard for their sisters. Understandably some of the sisters are beginning to react against this treatment, resulting in either refusal to marry, or if forced to, neglecting their husbands and having affairs with the more acceptable men. It would appear that the introduction of a bride price system, provided it was kept within reasonable limits, would be an alternative. At present the old system is very strong and change will be slow and it is anticipated there will growing friction and probably trouble in this regard in the future.

e/Miscellaneous - Travel.

As can be seen from the patrol map the means of travelling were quite varying. It was only possible to use motor vehicles to villages in the immediate vicinity of the station. In travelling to the eastern section of the census division it was only to use the truck to approximately BUK and then to continue by foot. The roads generally in this section were in good condition considering the time of year and it was mainly the disrepair of some of the bridges that prevented further use of the truck. As one came closer to the coast the road condition deteriorated and on the coast river truck and sail canoe were used.

Where needed carriers were readily available and no problem was encountered in this regard. The use of the river truck is new to this sub district and it proved a valuable asset and will undoubtedly see increased use for patrol work, particularly during the wet season.

AREA STUDYIntroduction

The Trans Fly as an area subjected to administrative contact over a considerable time, must rate very highly as one of the most generally neglected, undeveloped and depressed areas of the Territory. This is not to say that the area is without potential and as already mentioned it is intended in this study to advance points for consideration for assisting development in the area.

It is true that the biggest single factor working against the area is its physical characteristics. The terrain covering some 2,608 square miles in area, varies through tropical rainforest savannah scrub and grasslands to mangrove swamps. To the south and south-east of Morehead, the terrain is generally flat and low-lying and subject to flooding during the wet season. In these areas the villages are situated on raised sections of land.

To the far east of Morehead, starting at BIMEDEBUM and continuing through to approximately BUBDJI, the land rises and forms the western extremities of the Orkomo-Bitara Plateau. The land here is generally well-drained, fertile and the area is favoured by a more balanced rainfall. As such it is the section of best potential within the Trans Fly area.

During the wet season when flooding occurs in the low areas, vehicle access is not possible. This flooding is at its worst the nearer one comes to the coast, where in addition, water movements and levels are subjected to tidal influence. Most areas are fairly well wooded with a variety of timbers; a type of eucalypt and tree-fern predominating. Rainforests are found throughout the area and are typical of those found in tropical areas.

Soil composition varies considerably throughout the area but a pattern can be determined. Lateritic material can be found in most areas but it predominates in the raised portions of land, particularly on the plateau section and around Morehead station. An interesting situation occurs at TAIS which is surrounded by low-lying areas but itself is situated on a mound of lateritic material which appears to be predominately bauxitic. Soil fertility generally follows the topography of the land; in the raised portions the soil is fertile, the low-lying areas generally poor and unsuitable for large scale crop production.

Rainfall for the area is not high by most Territory standards, averaging approximately 65" and not consistent throughout the year, the majority falling between December and April-May, causing flooding. From June to December rainfall is limited, resulting in water shortage. Again the exception would appear to be to the east of Morehead and although no rainfall figures are available, the area would enjoy a larger and more balanced rainfall throughout the year.

The Trans Fly Census Division is bounded on the north by the Saru Census Division, The west by the Bensbach Census Division, the east by the Daru Sub District, the Bitara Census Division,

and to the south by the coast of Papua and the Queensland border. It is administered along with the Saru division from Morehead station. The Bensbach being administered from Weam Patrol Post. Air access to the area is available at Morehead, open to Category Alpha aircraft, and at ARUFI village where the Asian-Pacific Christian Mission maintain a mission airstrip.

In theory vehicle access is available to all villages with the exceptions of IAUGA and JARAI, but this would only apply under ideal weather conditions and at present would extend for some 3 months of the year. Shipping access is by two routes. Directly to Morehead via the Morehead river; this route is used mainly during the wet season when river heights are increased. Secondly via the Mai Kussa river to ARUFI, then some 25 miles overland to Morehead. This route is used mainly during the dry season. In respect to shipping the area can be quite adequately serviced.

The People

a/ Population (1969/70 - 1890)

The numbers throughout the area showed an encouraging increase and most villages had good numbers of young children. Most villages registered increases in numbers and most are at an adequate size numerically, to exist as self-sufficient units. The exceptions could be DERIDERI, TONDA and IAUGA. DERIDERI, because of its proximity to Morehead and situated on a main road, should have no real difficulty in continuing as an autonomous unit. TONDA has recently taken steps to overcome its lack of numbers by combining with MIBINI. To date this move appears to be working well. IAUGA is the village with problems of survival; although their numbers increased, they are still low and the village is extremely isolated, access only being gained either by water or long treks overland. The people of the village are not particularly robust and many of the young ones are talking of moving. Eventually the village will probably unite with TAIS, a village with which they have customary affinity.

b/ Health

The health of the people generally could be said to be quite good, but it was evident that health did deteriorate the closer one came to the coast. The falling off of the standard of fresh water undoubtedly would contribute towards this. An interesting feature was the relatively few deaths among the elderly people. Most are somewhat frail but are by no means senile, and their condition would indicate that the basic diet is quite adequate. This consists mainly of yam, taro and sweet potato. Added to this protein is obtained from fish which is plentiful in the rivers and streams, and from wild game consisting of mainly wallaby, some deer, cassowary and pig. The coastal villages supplement their diet with crabs and prawns. Sago is also available in most areas of the census division, although not in great abundance. Aid posts are situated at DIMSISI, ARUFI and MARI. The A.P.C.M.

proposes in the near future to place a mission medical orderly at LIMOL. The Morehead Council in conjunction with the Dept. of Health, is considering placing an aid post orderly at DIMANT. At present the people in these areas travel either to UPIARA or BUJI for treatment, both in the Daru Sub District.

c/ HOUSING

Since the last census of this area a general improvement in the standard of housing can be seen. Most villagers appear to at last appreciate the need for regular maintenance of their dwellings. In most villages the construction of new houses or the repairing of existing ones was noted. KWIWANG and IAUGA were exceptions, housing generally being poor. In fairness to KWIWANG they have only recently returned to their former village site and the houses are the original ones that are making do for the time. In the case of both villages the need to build new homes was stressed. Houses are log-framed and in the majority of cases, lined and roofed with bark. If care is taken with construction these homes are sturdy and provide good shelter although it was noted that with roofing, a more lasting product resulted where kunai thatch was used. The best type of flooring was obtained where split sago palm or bamboo was used.

d/ Missions

Mission influence in the area stems from the Asian-Pacific Christian Mission (formerly U.F.M.) and the United Church. The most active is undoubtedly the A.P.C.M. Although they are not represented at Morehead, they have native pastors at ARUFI, BUK, BIMEDEBUN, GUBAM, DIMSISI, KONDOBA, KINKIN, LIMOL, MALAM, KWIWANG, and SIBUBIRI. In addition they maintain an airstrip at ARUFI. Their mission activity is directed from SIGWA in the Saru Census Division and from UPIARA in the Daru Sub District. In addition to pastors, most of these villages have persons training as pastors. The benefits are obvious, they set the standard of conduct and act as an authority for law and orderly society when the patrol officer is not in the area, although this influence has its limitations. With their school and medical facilities at UPIARA, they provide these services for the villages distant from Morehead. On the debit side their repression of many local traditions, particularly the making of drums, shields and artifacts is to be regretted as it appears to have robbed the people of one of their distinctive traits of individuality and has denied them an expression of their own uniqueness and cultural development.

Towards the coast IAUGA is visited by the native pastor at BUJI, but the remaining villages have no regular links although their contact with the islanders would probably subject them to mission influence.

The United Church confines its influence to the immediate Morehead area and the Bensbach Census Division. In the Trans Fly area their activity is found at GARAITA, MATA, MISINI, TONDA and occasionally MARI. They have a church and native pastor at Morehead.

e/ Education

The main school for the area is situated at Morehead with classes to Standard 6. Enrolment for 1970 numbers 268. Most villages in the Trans Fly area send their children to Morehead, although those children in villages adjacent to the Oriomo-Bitura area mostly attend the mission school at UPIARA. Some older children attend Oriomo-Bitura Technical and Vocational School. It was proposed to build a school at DIMSISI although at the present it appears as if this will now not eventuate. It was proposed in conjunction with an airstrip to be built at DIMSISI, but as this scheme has been abandoned for the time being, so has the school.

A list of the number of children per village attending school can be found on the population register. A list of the school age children per village is attached as Appendix 'C'.

A feature that was noted was the small numbers of girls compared to boys attending school. Enquires found that many parents are reluctant to send girls to school as apparent experience has been that there is a likelihood of them marrying away from the village or finding themselves in trouble with men. It is felt that these reasons are over-dramatized, and used mainly as an excuse to keep girls in the village. This is another reflection of the status of women in these communities. They are regarded as primarily a resource to be exploited to the best possible advantage, either economically or in exchange. As mentioned growing friction could eventuate with increase education and with the breakdown of these traditional customs and attitudes.

f/ Social

Leadership within the village is very much a nebulous thing. In most cases the old village constable form the figurehead of leadership, and undoubtedly he has some influence. But he has no arbitrary power and there is no obligation by villagers to accept his decisions or views. As expressed earlier, decision making and prevailing opinion is primarily based on village consensus. An interesting situation can be observed with the introduction of local government councillors. Because the council is new and the people are prepared to give it an opportunity to prove itself, the councillor is being given the chance to lead. But at present it is very finely balanced in some villages, particularly where the councillor is young. The villagers are prepared to accept his leadership, provided it does not impinge too much upon them. To their credit most of the councillors are accepting this leadership enthusiastically, and for the most, establishing the office of councillor as prestigious and important within the village community. This is a sound base to establish the councillor as the natural leadership authority within the community.

g/ Land Tenure and Use

Land ownership naturally plays an important role within the village group, but because of the vast areas available there is no tension regarding land acquisition as experienced in some parts of

the Territory. Nevertheless hunting and gardening rights are closely controlled and permission must be sought from the owner before access to land can take place. This control of land regulates, to some degree, the movement of people. To move to another village without guarantees of having land available would require a person to return to his own land for subsistence, and so negate to a large degree, the necessity for moving in the first place. In most cases land will be made available to such a person for use, but the traditional owner still retains priority rights over such land.

h/ Village Population Movements and Contacts

These vary considerably throughout the area; all villages commute to Morehead from time to time and the importance of Morehead as a focal centre is directly determined by the distance a village is from the station, and what, if any, alternative outlet is available. The villages that rely least upon Morehead would be the coastal ones - JARAI, MARI, TAIS, IAUGA, and those bordering the Oriomo-Bitura area - BUK, KINKIN, KONDCRA, LIMOL, MALAM, KWIWANG, DIMIRI and SIBIDIRI. The coastal villages have traditional trading ties with the Torres Strait Islanders and the Kiwias from Dara. Trading with these groups still continues and IAUGA and TAIS in particular appear to have strong ties with the Islanders. The eastern Trans Fly villages undoubtedly have stronger links with the people and services of the Oriomo-Bitura area than with Morehead. The majority of their children go to school there at UPIARA and most of their trading centres in that area too. Possible exceptions would be DIMIRI and SIBIDIRI which maintain ties with all three avenues, Morehead, Oriomo-Bitura and coastal, without any one source dominating or preferred.

An interesting feature with the eastern villages, particularly LIMOL and MALAM was their preference to travel to Wasua and Balimo for trade and commerce rather than Morehead. They indicated that it really took no longer than travelling to Morehead, and apparently a wider variety of goods and services could be obtained at these centres. Undoubtedly the strong mission association with both Wasua and Balimo would contribute to this movement but it would make an interesting study to determine whether these movements were indeed traditional or mission induced.

i/ Transport and Communications (see map)

As previously mentioned, with the exceptions of IAUGA and JARIA, theoretically all villages are linked by road with Morehead. It is understood that these conditions actually exist for about 3 months of the year, at the height of the dry season. In the case of JARIA it is possible to travel there by vehicle from MARI along the beach during low tide. This apparently has been done but it is felt that it could be somewhat hazardous as the sands are very soft and one runs the risk of being bogged and stranded with an incoming tide.

The road through the eastern area links with the Oriomo-Bitura road system at LIMOL which in turn extends almost through to Daru Island. This road links with the Morehead-Arufi road at DERIDERI and these form the two main access roads of the area. Both these roads, Morehead-Arufi and Derideri-Limol, are capable of being upgraded which would permit use of them for longer periods each year. Upgrading could enable the Morehead-Arufi road to be used for up to 9 months per year and the Derideri-Limol road up to 6 months. Rural Development funds for these roads have been approved for this year - 1970/71, and it is hoped to bring these roads to this standard within the next 12 months.

From LIMOL a road system extends down to SIBIDIRI on the Mai Kussa river. This road is subject to some flooding near the coast but at this stage is a lower priority road and is adequately maintained by the village people. Any future economic development in the area would necessitate work being done on this road but this would not encounter any great difficulties.

To the south of Morehead a road system extends through MIBINI to MARI on the coast and branches across to TAIS. This is a dry weather road only and at present is sufficiently maintained by the village people. It is felt that work on this road would prove a worthwhile project for Rural Development - 1971/72.

Despite the lack of large volume vehicular traffic, roads form an important function within the Trans Fly area. They provide the access to many difficult areas, and they are a base for any possible future economic development in the area. In this regard it is constantly impressed upon the people of the area the need to assist in the maintenance of these roads.

1/ Mineral Resources

The area around Morehead has been subjected to periodical surveys and assessments by petroleum and mining concerns. For many years during the 1950's the Australasian Petroleum Company (A.P.C.) operated in the area and shows of oil and gas were recorded. This coming dry season a French operating concern associated with Texaco of America will be carrying out assessment surveys in the area. In addition to this Macintyre Mines will continue surveys from last year in search for bauxite.

Throughout the Trans Fly area extensive sectors of lateritic material can be found, particularly around Morehead and the eastern section. As mentioned previously an interesting situation found at TAIS where the village is settled on a mound of bauxitic material has been noted and the information passed onto the mining concern. In addition the eastern sector ridges would appear promising, extensive areas of lateritic material being found there. In particular around OLD KINKII which again is situated on a vast mound of this material.

With regard to petroleum, evidence of the work of A.P.C. can be seen throughout the area and with the new concern coming in it appears that the area has prospects and warrants further investigation.

k/ Economic (the present situation, potential, proposals for consideration. see map) (16)

The considerations of existing and potential economic development in the Trans Fly area are of prime importance in any assessment of the area. As mentioned previously, economic development as an introduced factor within the area could be accurately stated as non-existent. There is no cash-cropping as such, the only income being derived from agriculture is through a small market at Morehead operated by the council, and sales from time to time of produce to the Administration for station requirements. The market has been operating about a month and is strictly on a small scale.

The history of attempts at economic development in this area is indeed a checked one. Copra at different times has been encouraged only to be left to rot for lack of transportation to markets. Coffee has been planted and developed by one officer only to be ripped up by another as impractical. Village books throughout the area are full of officers' comments over the past 20 years on the possibilities of economic development; these comments being based on nothing more than looking around a village, noting coconut or citrus and advocating a build-up to economic proportions by the villagers. The discouraging fact is that one sees in village after village that nothing has changed over the years and one could simply continue this self-defeating process. In fairness to these officers their attempts were correctly motivated, and probably they felt equally frustrated in this regard but attempted what they could in the way of development. This leads to what has obviously been a major stumbling block: the low priority of the area. That the Western District has been low priority in the Territory, and the Trans Fly has been low priority in the Western District speaks for itself. This situation in turn, has led to the second major deficiency: the lack of any feasibility and assessment study of the area by experienced officers, so as to determine the potential and prospects and to plan and co-ordinate a programme of development. Without such a study the present off-the-top-of-the-head decisions by individual officers will continue, with the same depressing results.

Potential for a build-up to economic standard in agriculture would appear to lie in 3 main avenues - rubber, copra and citrus. It is proposed to here deal with each one individually, stating the position at present and forwarding possible suggestions for initial consideration.

(1) Rubber (see map)

Interest in rubber development is high in the area, particularly in the eastern Trans Fly and undoubtedly stems from rubber projects in both the Saru and Bitura Census Divisions. Every village in this eastern sector expressed a desire to develop rubber and most had given it prior consideration, indicating that certain villages had agreed to combine in such a venture. Consideration had also been given to possible area suitable for

development. It should be stated here that these considerations were entirely on the villagers' initiative, and they had to be actually restrained from starting vast clearing of the bush immediately. It was emphasised that it was necessary for D.A.S.F. to assess the area and to make recommendations before any work could commence. One village, LIMOL, is actually participating on a small scale with the rubber development in the Oriomo-Bitura area.

The Trans Fly area under consideration extends from BIMEDEBUN through to the old village of BUBUJI. An agricultural survey patrol done in 1964 by Agriculture Officer Greenwood comments favourably on soil types and fertility, and he indicates that the higher rainfall here would be suitable for rubber. In any assessment for development in this area, regard for transport and access must be considered. Again villagers offered suggestions in this direction and broadly development can be proposed in 4 general outlines. (see map)

1/ A proposal to develop rubber immediately north of BIMEDEBUN with access through to the port at ARUFI. There is at present a walking track through to ARUFI, and indications are that it could be readily up-graded to take vehicle traffic. To date an amalgamation of ARUFI, DERIDERI, GURAM, PONGAKI and BIMEDEBUN, totalling some 400 persons has been suggested by the people for this scheme. It was impressed upon the people the need to clear vast areas of bush and to build the road to ARUFI and they indicated their willingness to do this.

2/ A proposal to develop rubber directly south of DIMSISI near the old village of KARP and located near the Jari river. This river is apparently navigable as the people informed the patrol that A.P.C. boats used to come up to KARP during the 1950's. The DIMSISI people also appreciated the need for amalgamation and BUK and BIMEDEBUN could join them if their site was favourable, or alternatively they could join with the BIMEDEBUN scheme if that was preferred.

3/ A proposal to develop rubber in the LIMOL area. As mentioned the LIMOL people are presently participating on a small scale with the Oriomo-Bitura rubber development. An increase in development in this area could bring in KONDOBA, KINKIN, MALAM and KWIWANG. Transport access could be obtained either through the Oriomo-Bitura area to Dara or via UPIARA and by boat through to the Fly river.

4/ A proposal to develop rubber in the BUBUJI area, incorporating possibly MALAM, KWIWANG, DIMIRI and SIBIDIRI. Access could be gained either back through LIMOL or down to DIMIRI by road and then by boat down the Iara Kussa river to the coast. This river is navigable.

This broadly then are the 4 schemes that were put to the patrol by the people of the area. It is thought that these schemes are realistic, and at least warrant an investigation to determine whether or not they are feasible. It has been emphasised to the people that nothing can be done until studies of the area, if and

when carried out, are completed. It is felt that in the intended up-grading of roads in the area this financial year, the growth of the local government council and its keenness to assist in economic development for the Sub District, plus the obvious enthusiasm of the people for such development, presents favourable conditions for serious consideration of these proposals, and at least, the required area assessment that would be necessary to determine, whether or not the suggestions are practicable.

(ii) Copra

Most villages within the area have good stands of coconut trees. From time to time copra production has been advocated and pursued, but again no co-ordinated, planned programme has eventuated and the attempts have failed. Apparently with the current market price of copra, the transport costs would preclude any economic benefit from production. Again it is felt that planning and co-ordinating of effort could assist in overcoming the problem. If a rubber development proposal was adopted, particularly if a transport outlet was planned, say by boat either to ARUPI, DIMIRI or possibly UFIARA, then villages could double-up and transport out copra as well, thereby reducing each individual cost. Boats coming up either the Massi Kussa or Mai Kussa rivers could also consider the feasibility of collecting copra from the coastal villages, IAUGA, TAIS, MARI and JARIA. These villages have extensive stands of mature trees. With so many economic trees it does seem somewhat scandalous that this potential is not being exploited.

(iii) Citrus

Citrus, particularly around the Morehead area flourishes very well and the local government council in conjunction with D.A.S.F. is starting a citrus nursery at the station to produce trees. It is envisaged that villages in the immediate Morehead area should develop economic plantations of citrus, and at present the council is ascertaining if markets for this produce can be obtained both with Daru and with a mining concern at Kiunga. There are sufficient trees at present in close proximity to Morehead to commence supplying these markets and as trees mature, this venture could expand and develop.

These basically then are the proposals suggested for the area. If feasible they would enable all inhabitants of the area to participate in some type of economic development. The eastern sector - rubber and copra, the coastal sector - copra, the Morehead sector - citrus and possibly copra. It would enable the people to assist in both their own and the Territory's economic growth, and would greatly assist these people to contribute and keep pace with the development and changes taking place in Papua and New Guinea today. Again it is emphasised that responsibility for such a development programme is basically ours, and we as the agents of change, must initiate, plan and execute such a programme to ensure its lasting success.

1/ Political Awareness

As mentioned an earlier part of this patrol was accompanied by A.D.O. Paterson, who conducted question and answer discussions with the villagers regarding local and national government in the Territory. His full report on the findings are embodied in the Marehead Patrol No. 5 - 1969/70 and it is not proposed in this report to restate those findings. For the second part of the patrol these discussions were conducted by myself and results obtained were very much the same.

What is felt relevant to this report is the direction of this political education and its possible lasting effectiveness. The realization of the importance and need of an acceptable level of political knowledge amongst the people of the Territory has resulted in the increasing priority being given to this work. But an interesting feature emerges after one has given a number of these discussions at village level. The difficulty arises in the low degree of retention of this knowledge. During the discussion participation increases, and with the use of aids such as pictorial representations, the people begin to understand. But this is greatly lost by the next discussion. This would appear to stem from the fact that this political programme is basically an educating process; we are trying to educate to illiterate people principles of government that even in our society are not taught or expected to be understood fully until a student is advanced into secondary schooling. In this area to date, political education as far as it has gone is of dubious value in the truly closed village situation. The programme has no real affinity with village thinking, and combined with no actual visual or mental association to relate this information with, the bulk of the information cannot and is not retained.

A recent preparatory programme of political education conducted in the Suki area by myself in readiness for the visit of the House of Assembly Select Committee on Constitutional Development brought to light some interesting observations. These people with their active participation in economic development obviously appreciated more readily and were able to retain more fully the significance of the political education programme. They were more enquiring and understood more quickly the importance of political development in the Territory than their Trans Fly counter-parts, who have had no real advance from their traditional village situation. The impetus for this more informed and understanding attitude would appear to stem to a large degree from their experience in economic development. This being so it re-emphasises the need for balanced development of the peoples; social, economic and political to attain really lasting results.

With regard to the Trans Fly area these observations would appear to re-iterate the need for some meaningful economic development as a prerequisite for overall advancement of the people. For the people to understand the need for such intangible

changes in political affairs, it is necessary as a preliminary to this, for the people to understand and grasp the benefits of change in some tangible way as expressed in terms of social and economic development. As the agents of this change in the Territory, the responsibility for this development is ultimately ours.

m/ Conclusion

At this stage it must be restated that the Morehead area in general is entering into a new phase of activity with the introduction of local government. The people have an open mind towards it and desire it to succeed. The councillors are naturally unsure of their actual role as yet, but they are enthusiastic and willing to learn. These developments, combined with services and facilities provided out of Morehead station, form a sound social and political infrastructure base for the area. With this advancement the need for activating the economic potential of the area, and consequently raising the level of income of the people becomes obvious, and at this time would appear as the most pressing need to fulfill.

These considerations form the basis of this study and it is hoped that they warrant further appraisal to ascertain their feasibility with a view to possible implementation.

Erie B. Young

Erie B. Young.

(Assist. Patrol Officer)

*at very good report displaying keen interest and sympathy
well for Mr. Young's future. I trust the record shows patrol
to not fair contact with this C.O. over the past 2 years
even if the reasons has not been reviewed, if fact their
present and immediate past are deserve strong reensure. Please
check on this. Mr. Young is one of the first pioneer officers
to come to the cruse of the valley - the sole economic
hope for these people lies in relocation into aggregated
larger villages at points which D.A.P. have first pronounced
upon relative to crop possibilities and economics thereof
Our propaganda should be to this end. Congratulations Young*

A.D. 3/17

APPENDIX 'A'

Patrol Diary

13

Monday April 6

Departed Morehead per M.V. 'Anzana' 0615 with river truck in tow. A.D.O. Paterson on board in his capacity as Community Education Officer. 'Anzana' making 8 $\frac{1}{2}$ knots and river truck towing well. Met councillor Daran at Tokwa canoe place. Arrived BULA at mouth of Morehead river 1500. Radio set up in village and Morehead advised of our position. A.D.O. Paterson spoke briefly with people. Night spent aboard 'Anzana'.

Tuesday April 7

M.V. 'Anzana' up anchor 0430 and making 8 $\frac{1}{2}$ knots across shallow and calm seas. Arrive mouth of Mai Kussa river 1200, river truck loaded and tow dropped. Proceeded some 2-300 yards when outboard cut out, towed to shore by 'Anzana' which then departed for Daru. Powered mission boat arrived and towed us to IAUGA canoe place. Two passengers aboard canoe turned out to be West Irianese. Informed them they would have to accompany patrol. Assist A.D.O. Paterson in unsuccessful attempt to start motor, problem sediment from fuel tank up into the motor. Proceed $\frac{1}{2}$ mile through swamp to village, set up camp and radio contact with Morehead 1600. Inform them of West Irianese. Short preliminary talk with villagers. Night spent at IAUGA.

Wednesday April 8

Morning spent working on outboard motor, eventually successful 1700. Radio with Morehead 1200 to inform success with motor. Census conducted by self and political education by A.D.O. Paterson during afternoon, completed 1700. Radio sched. with Morehead 1600. Boat for test run 1730. Night spent at IAUGA.

Thursday April 9

Break camp, load boat and depart 0810. Proceed along coast to TALS landing 0940. Unloaded and refueled. Councillor Buki proceeded us to village to obtain carriers. River truck secured in small tidal creek. No carriers by 1145 so set out for village. Carriers met enroute, arrived TALS 1245. People were at garden place and reason in delay of carriers. Camp set up and radio contact with Morehead 1600. Short talk with villagers. Night spent at TALS.

Friday April 10

Patrol remained at TALS. Census revision and political education discussions. Radio with Morehead 1600. Night spent at TALS.

Saturday April 11

Departed TALS 0700 to walk to beach, arrive 0750. Loaded river truck and away 0810, swell running. Engine trouble with intermittent spark 0930. Fault corrected and moving again 1045, arrive MARI 1145. Boat beached and unloaded, camp set up. Census and political education 1330 to 1730. At 2200 boat brought further in on high tide. Night spent at MARI. Radio Morehead 1600.

Sunday April 12

Departed MARI 0740, swell continuing and arriving JARAI at 0850 without incident. Boat beached and camp set up. Motor checked and refuelled. Short talk with villagers and remainder of Sunday observed. Radio Morehead 1600. Night spent at JARAI.

Monday April 13

Census revision in morning by self. Political education by A.D.O. Paterson during afternoon. Radio Morehead 1600. Night spent at JARAI.

Tuesday April 14

Departed JARAI 0800, swell continuing. Uneventful trip to BULA - 1040. Make camp, political and general discussions during afternoon. Radio Morehead 1600. Night spent at BULA.

APPENDIX 'A'

Patrol Diary

(12)

Wednesday April 15

Depart BULA 0730, tide well out. Two West Irianese deciding to return across border from BULA. Arrive Morehead 1330.

Monday April 20

Load Toyota with patrol gear and depart Morehead 1030. Arrive ARUFI 1200 and set up camp. Afternoon census revision. Night spent at ARUFI.

Tuesday April 21

Break camp and depart for DERIDERI 0800. Arrive 0830. Make camp and travel on to Morehead with fresh food supplies for school. Return to DERIDERI 1300. Census revision and follow up political discussion. Informed people at GUBAM waiting for patrol, decide to try and get through to village tomorrow. Night spent at DERIDERI.

Wednesday April 22

Depart DERIDERI 0800 and travel to GUBAM. Road under water most of the way and bogged 3 times. Forced to leave truck and walk last mile, arrive 0930. Conduct census revision and hear village talk. Depart GUBAM and travel 1 1/2 hours to DERIDERI, bogged twice. Travel on to PONGAKI arrive 1600 and set up camp. Inform villagers of census in the morning. Night spent at PONGAKI.

Thursday April 23

Village census revision and follow up political education discussion. Depart PONGAKI 1100 and travel to MATA and set up camp. Travel on to Morehead with further food for school. Lunch Morehead then return to MATA. Short talk with villagers. Night spent at MATA.

Friday April 24

Conduct census revision and hear village talk concerning development of citrus in the area. Depart MATA and return to Morehead.

Wednesday April 29

Load Toyota with patrol gear and depart Morehead 0900. Travel 1 hour by truck to large swamp. Wade swamp and walk 1/2 hour to MIBINI, carriers following. Set up camp and informed that TONDA people now living here also. Afternoon census revision for both MIBINI and TONDA and hear village talk. Compile census figures. Night spent at MIBINI.

Thursday April 30

Follow up political education discussion given in the morning. Hear further village talk and break camp and travel 1 1/2 hours back to Morehead, arrive 1300.

Wednesday June 10

Load Toyota with patrol gear and depart Morehead 1015, arrive DERIDERI 1125. Travel onto GUBAM, arrive 1630 after taking 5 hours to travel 9 miles. Road covered with water and virtually non-existent. Bogged innumerable times. Unsuccessful radio sched. with Morehead 1600. Night spent at GUBAM.

Thursday June 11

Break camp and depart for BIMEDEBUN 0800. Arrive BIMEDEBUN 0915, bogged only once, make camp and set up radio. Census revision commenced 1300, hear village talk, all keen about rubber. Another unsuccessful attempt to contact Morehead. Had conversation with Nomad base camp so trouble must be at Morehead. Short talk with people concerning tomorrow's political and local government talks. Compile census figures. Night spent at BIMEDEBUN.

APPENDIX 'A'

Patrol Diary

Friday June 12

Political and local government discussions 0800. Completed 1000 and depart 1015. Arrive DIMSISI 1115, make camp and set up radio. 1400 hear village talk, again rubber and commence local government discussion. Successful radio contact with Morehead, problem theirs, coming up on wrong crystal. Continue discussions. Night spent at DIMSISI.

Saturday June 13

Continue local government talk 0830. Commence census revision 1030, continue after lunch and complete 1545. Radio Morehead 1600, register census figures. Informal Aid Post Orderly desires to accompany patrol. Night spent at DIMSISI.

Sunday June 14

Break camp and depart for BUK 0815, travel 2hrs 10 min. to broken bridge, repair 3 small bridges on the way. Leave Toyota with instructions to driver to proceed via the southern route to link back up with the patrol at LIMOL. Walk 55 min. to BUK, arrive 1145, carriers following. Make camp and set up radio. Purchase fresh food and radio with Morehead 1600. Short talk with villagers concerning local government. Night spent at BUK.

Monday June 15

Census revision 0915 and aid post orderly health inspection. Hear village talk and commence local government discussion 1300. Radio Morehead 1600, compile census figures, further talk concerning M/D from village and a report of the councillor at MALAM in trouble with girls. Night spent at BUK.

Tuesday June 16

Break camp and depart on foot for KONDOBA 0715. Arrive KONDOBA 0955. Make camp and set up radio. Commence census revision 1200. Hear village talk and problems of sister exchange. Radio Morehead 1600, continue village talk to 1730. A.B.O. check health, one person to hospital. Morehead. Compile census figures. Night spent at KONDOBA.

Wednesday June 17

Local government talk with villagers 0745. Break camp and depart on foot for KINKIN 0945. Arrive KINKIN 1045, make camp and set up radio. Commence census 1300, hear village talk, more sister exchange problems. Commence local government talk 1515, radio Morehead 1600. Complete local govt. talk, compile census figures. Night spent at KINKIN.

Thursday June 18

Break camp and depart on foot for LIMOL 0700. Arrive LIMOL 1100, 20 min. for rests. Make camp and set up radio and purchase fresh food. Census revision and health check 1330, radio with Morehead 1600. Hear village talk, more rubber and prepare for local govt. talk in morning. Compile census figures. No sign of Toyota, to continue on foot. Night spent at LIMOL.

Friday June 19

Local govt. talk with villagers 0800. Depart on foot for MALAM 1100. Arrive MALAM 1300, set up camp and radio. Radio with Morehead 1600. No sign of Toyota, night spent at MALAM.

Saturday June 20

Census revision and health check 0800. Hear village talk, including complaint against councillor. Definitely implicated but no conclusive proof, given a stern warning and told to start behaving correctly. Told a close watch would be kept on his work. Arrival of man from KWIWANG with message from driver there. Will have to proceed to KWIWANG. Local govt discussion with villagers. Radio Morehead 1600. Further village talk. Night spent at MALAM.

APPENDIX 'A'

Patrol Diary

Sunday June 21

Break camp and depart on foot for KWIWANG 0650. Arrive at KWIWANG 1200, 30 min. for rests, road $\frac{1}{2}$ covered with water following recent rains. Make camp and set up radio, pay carriers finishing here. Toyota here, commence census and hear village talk 1400. Radio Morehead 1600. Complete and compile census figures. Health check of villagers. Discuss with interpreter and constable possible new return route to Morehead. Night spent at KWIWANG.

Monday June 22

Local govt. discussion with villagers 0800. Depart per Toyota for DIMIRI 1015. Bugged twice after travelling short distance, decide to proceed on foot and instruct driver to return to Morehead. Continue on foot 1100. Radio Morehead 1600 at old DIMIRI. Arrive DIMIRI 1715, $1\frac{1}{2}$ hrs for rests including stop for radio sched. Make camp and set up radio, short talk with villagers. Night spent at DIMIRI.

Tuesday June 23

Census and village talk, health check 0900. Compile census figures 1200. Radio Morehead 1600, local govt. and further village talk 1610. Arrange carriers for tomorrow 1750. Night spent at DIMIRI.

Wednesday June 24

Depart on foot for SIBIDIRI 0715. Arrive 1110 at SIBIDIRI, 15 min for stops, make camp and set up radio. Commence census, health check and hear village talk 1330. Radio Morehead 1600, commence local govt. talk 1610. Check proposed well site 1715, arrange hire of sail canoe for tomorrow. Arbitrate in further inter-village dispute. Night spent at SIBIDIRI.

Thursday June 25

Break camp, fit out sailing canoe, load and depart 0755. Arrive at old Jaru village site 1300, set up camp in old Jaru lean-to and prepare radio. Radio Morehead 1600, night spent at old Jaru.

Friday June 26

Break camp and set out on foot for ARUPI 0705. Inspect old wartime wrecked plane 0900. Arrive ARUPI 1100, met by P.A.D. overseer. Load patrol gear into trucks and leave for Morehead 1130. Arrive Morehead 1300, unpack patrol gear.

PATROL ENDS

APPENDIX 'C'

Children 6-10 years not attending school.

9

	7 males	8 females	total
ARUFI	7	8	15
DERIDERI	1	2	3
PONGAKI	1	2	3
GUBAM	5	7	12
BJMRDEBUN	7	8	15
DIMSISI	12	12	24
BUK	5	4	9
KONDOBA	5	3	8
KINTIN	6	2	8
LIMOL	4	3	7
MALAM	5	6	11
KWINANG	6	4	10
DINTRI	3	15	18
STBIDIRI	4	8	12
LAUDA	1	4	5
KRIS	6	3	9
KARI	3	4	7
JEPAL	4	2	6
TONDA	1	1	2
MIBINI	6	3	9
ALTA	2	-	2
	5	13	18
	<hr/>	<hr/>	<hr/>
	99	113	212

(S)

APPENDIX 'D'
Passbook Register

ARUFI	33	Passbooks totalling	\$234.67
DEEIDEEI	13	" "	\$ 76.92
PONGAKI	16	" "	\$125.76
GUBAM	33	" "	\$275.10
BEMEDEBUN	20	" "	\$135.55
DIMETSI	41	" "	\$496.08
KONDOBA	20	" "	\$126.66
KINKIN	12	" "	\$ 57.22
BUK	10	" "	\$ 42.51
LIMOL	27	" "	\$ 70.15
MALAM	27	" "	\$109.20
KWIWANG	21	" "	\$ 89.70
DI'INI	32	" "	\$ 92.80
SIEDJERI	23	" "	\$ 60.09
LAUGA	10	" "	\$ 36.83
TAIS	15	" "	\$ 81.18
MARI	22	" "	\$242.33
JARAI	11	" "	\$131.84
TONDA	5	" "	\$ 25.01
MIBINI	20	" "	\$ 90.44
GARAITA	32	" "	\$309.01
MATA	25	" "	\$164.24
	458		\$3253.49

APPENDIX 'E'
Shotgun Register (June 1970)

①

ARUFI

Emung Baiwa	Reg. No.	49261	til. 1/5/70*		134403
Zuga Takum	" "	59917	" 21/3/71	Cooley	c 7885

DERIDERI

Manji Katar	" "	49276	" 28/7/70	Winchester	141840
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PONGAKI

Mur Fawa	" "	38488	" 1/4/70	*P/Biretta	c56564
Taka Yabus	" "	59854	" 1/12/69		2188

GUBAM

Sawi Bebek	" "	49275	" 2/7/70*	Winchester	145602
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Bimedebun

Iamata Gas	" "	59867	" 3/1/71	Geado	25263
Rami Terup	" "	59863	" 11/11/70	Astra	76361
Kewai Ulila	" "	49279	" 1/7/70*	Astra	21417
Kaiko Mego	" "	49278	" 7/7/70*	Astra	21384

YIMSISI

Mose Emed	" "	59871	" 7/1/71	Astra	78511
Ado Babia	" "	59870	" 7/1/71	Astra	78146
Eka Patake	" "	59926	" 9/3/71	Astra	67971
Gwambia Gwadei	" "	49303	" 4/9/70	Astra	51129
Nindu Samera	" "	59906	" 9/3/71	Astra	68397
Gari Megam	" "	49270	" 1/7/70*	Astra	21358
				(baru for repair)	
Tauwa Akauwa	" "	49259	" 30/6/70*	Cooley	c5714
Nemei Kabada	" "	49258	" 1/6/70*	Winchester	135904

BUK

Maugei Mubei	" "	49257	" 1/7/70	Astra	2114
Guiga Kulam	" "	59928	" 17/4/71	Cooley	c7886
Anaga Kedu	" "	59929	" 18/4/71	Cooley	c6275

KONDOBA

Niawa Korkou	" "	59955	" 24/4/71	Winchester	134404
Koniera Biriga	" "	49284	" 1/7/70	Winchester	135644
Duruga Tirang	" "	59875	" 9/1/71	Astra	78520
Moge Napwal	" "	59905	" 27/3/71	Astra	67597
Dabu Paipai	" "	59927	" 18/4/71	Winchester	16479

KINKIN

Kawas Barag	" "	59874	" 9/1/71	Astra	78684
Yowan Abug	" "	59904	" 28/3/71	Astra	68564

LIMOL

Dareda Duat	" "	59949	" 20/5/71	Steven	B56
Karau Zakai	" "	59882	" 30/9/70	Winchester	135353
Kurpal Suedi	" "	59950	" 15/5/71	Astra	84244

MALAM

Goge Egoma	" "	49326	" 30/9/70	Astra	23710
Kago Mas	" "	49325	" 30/9/70	Winchester	135551
Moiaba Karpu	" "	59872	" 7/1/71	Astra	78174
Munu Iag	" "	38499	" 4/4/70	Cooley	76331
				(from O/Bitura area)	
Okawa Idugoe	" "	49305	" 1/9/70	Cooley	c7911

WANG

Mulang Siak	" "	59887	" 1/7/71	Winchester	135352
Wabin Sigia	" "	49285	" 1/7/70	Winchester	134400
Wadabag Demeg	" "	59903	" 29/3/71	Astra	67628

APPENDIX 'E'
Shotgun Register. (June 1970)

6

DI'IRI

Baram Mokom	Reg. No.	59913	til	4/2/71		056532
Cohowar Mogi	"	49265	"	18/4/70*	Astra	21169
Kurap Mat	"	59877	"	28/11/70	Winchester	134504
Pipuk Galbiag	"	49304	"	26/6/70*		056560

SIBIDIRI

Dai Muang	"	59851	"	9/12/70	Astra	73541
Gasima Sarad	"	59878	"	9/1/71	Winchester	135992
Reka Dop	"	59884	"	30/1/71	Astra	67675
Ziugu Dib	"	59885	"	21/9/70	H/Richards	052868

LAUGA

Ciruma Timota	"	58461	"	24/2/70*	Winchester	135550
Weia Karum	"	59907	"	28/2/71	P/ beretta	56430

TAIS

Wakai Iouma	"	49292	"	21/7/70	H/Richards	21170
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MARI

Kanang Monka	"	59852	"	17/11/70	Winchester	141479
Minat Mibnag	"	59853	"	18/10/70	Winchester	141488

JARAI

Bitu Dawa	"	59883	"	3/2/71	Astra	0664
Namari Kariau	"	59881	"	30/1/71	Winchester	135429

TONDA

Sihe Bitu	"	59921	"	30/3/71		734727
Maiki Mokom	"	59580	"	10/1/71	Astra	76178

MIBINI

Gasai Sabai	"	59879	"	10/12/70	Astra	32178
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GARAITA

Ambe Karbu	"	49260	"	27/5/70*	Astra	68530
Iubai Kambur	"	49289	"	4/4/70*	Winchester	149889

NATA

Dawi Boka	"	49288	"	19/7/70	Winchester	135649
Golar Daka	"	59930	"	1/5/71	Winchester	134407
Matura Beia	"	49287	"	17/7/70	Astra	27687
Mawari Dakar	"	49291	"	8/7/70	Astra	27762

1

* has since been re-registered.

APPENDIX 'F'

Obviously Pregnant Women

5

<u>ARUFI</u>	Kaune Sakar
<u>DERIDERI</u>	Gembam Manse
<u>PONGAKI</u>	Hom Zuga
<u>GUBAM</u>	Soimak Suam Teru Pauwa
<u>DIMSISI</u>	Kadsi Widek Kaberu Munja Wawa Adu
<u>LIMOL</u>	Buni Kornam Wingam Krupcl
<u>DIMIRI</u>	Balde Baram
<u>MIBINI</u>	Karu Buak Sania Sopai
<u>MATA</u>	Bino Fawer Tendi Etra

APPENDIX 'G'

Travelling Times Recorded

Per Toyota

MOREHEAD to MATA = 8 miles
MATA to PONGAKI = 6 miles
PONGAKI to DERIDERI = 2 miles
DERIDERI to GUBAM = 9 miles
GUBAM to BIMEDEBUN = 10 miles
BIMEDEBUN to DIMSISI = 13 miles
DIMSISI to BUK = 12 miles + 55 min. walk.

Walking Times (including rests)

BUK to KONDOBA = 2 hrs. 40 min.
KONDOBA to KINKIN = 1 hr.
KINKIN to LIMOL = 4 hrs.
LIMOL to MALAM = 2 hrs.
MALAM to KWIWANG = 5 hrs. 10 min.
KWIWANG to DIMIRI = 7 hrs.
DIMIRI to SIBIDIRI = 3 hrs. 55 min.
SIBIDIRI to OLD JARU = 5 hrs per sail canoe.
OLD JARU to ARUPI = 3 hrs. 55 min.

Appendix 'H'

Follow up Instructions

(3)

A report from one AGO KORAKORO of KONDOBA village. This woman is a wife of one GABIL (BILLY) INKAM who was a resident of KONDOBA but who has now moved to SAMARI village on KIWAI island and believed married there. They had one child, a son named PUTAG GABIL born 1965. This child has been brought up by the mother at KONDOBA without assistance from the father. It appears last November GABIL arrived at KONDOBA, collecting the child and returning to SAMARI. He informed AGO that he would be returning to KONDOBA within 3 weeks. He or the child have not been seen since and the mother now desires the return of the child. It is felt that as she has reared the child that she has a prior claim. Could this claim be investigated from Daru and if substantiated, the child should be returned to the mother at KONDOBA.

Eric E. Young

APPENDIX 'I'

Personnel Accompanying Patrol

Derivi Dundum

Morehead station interpreter, an old hand at patrolling in this area and knows his duties well. Initially had some difficulty in changing roles from simply issuing officer's instructions to trying to stimulate discussion as required by the political education programme. Adjusted well eventually and performed his duties efficiently.

Constable Bugler 1985 Sibert

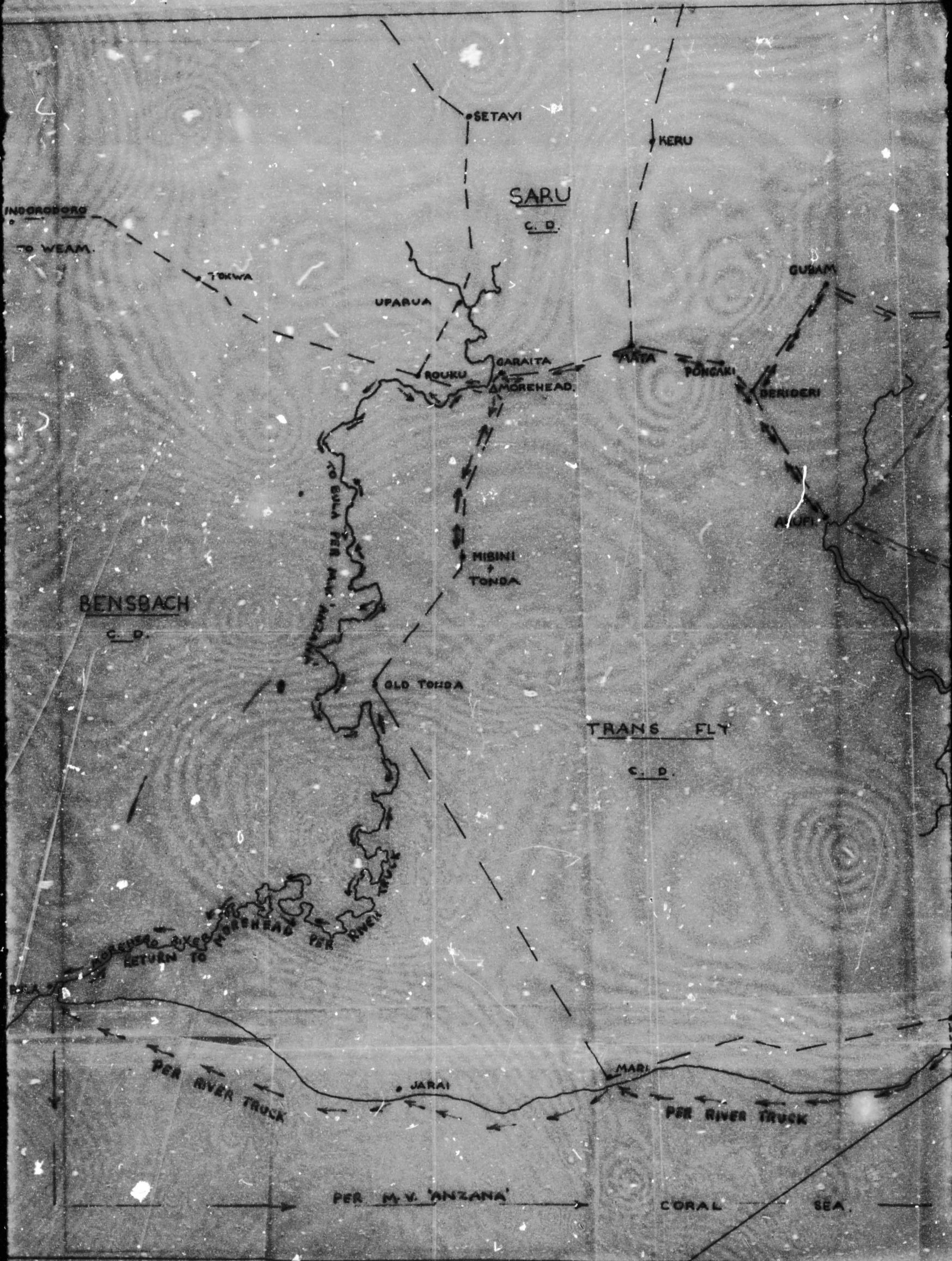
Accompanied the second part of the patrol. He is quiet and reserved but is a thinker and effectively and efficiently carried out his duties. Although a New Guinean he speaks Motu fluently and his English is improving all the time. He can operate the A510 portable radio. His sounding the retreat each evening added prestige and ceremony to the patrol and was most impressive. A young constable with initiative, if somewhat too reserved, who deserves encouragement.

Edo Nar

Morehead station driver. A permissive resident from West Irian, he has married and settled in the Territory for some 8 years. Speaks Motu and English very well and knows his work thoroughly. Particularly useful in getting trucks out of bogs, which he has done to a fine art. A hard worker who does his work effectively.

Cubai Nezen

Aid Post Orderly from DIMSISI who asked to accompany the second part of the patrol. A quiet worker who performed his duties efficiently.



SETAYI

KERU

SARU
C. D.

INDOROPORO
TO WEAM.

TOKWA

UPARUA

GUBAM

ROUKU GARAITA
AMOREHEAD.

YATA

PONGAKI

BERIGERI

AUPI

MISINI
TONDA

BENSBACH
C. D.

TO BULA PER M.V. ANZANA

OLD TONDA

TRANS FLY
C. D.

DORRERS AXES AMOREHEAD PER RIVER TRUCK
RETURN TO

PER RIVER TRUCK

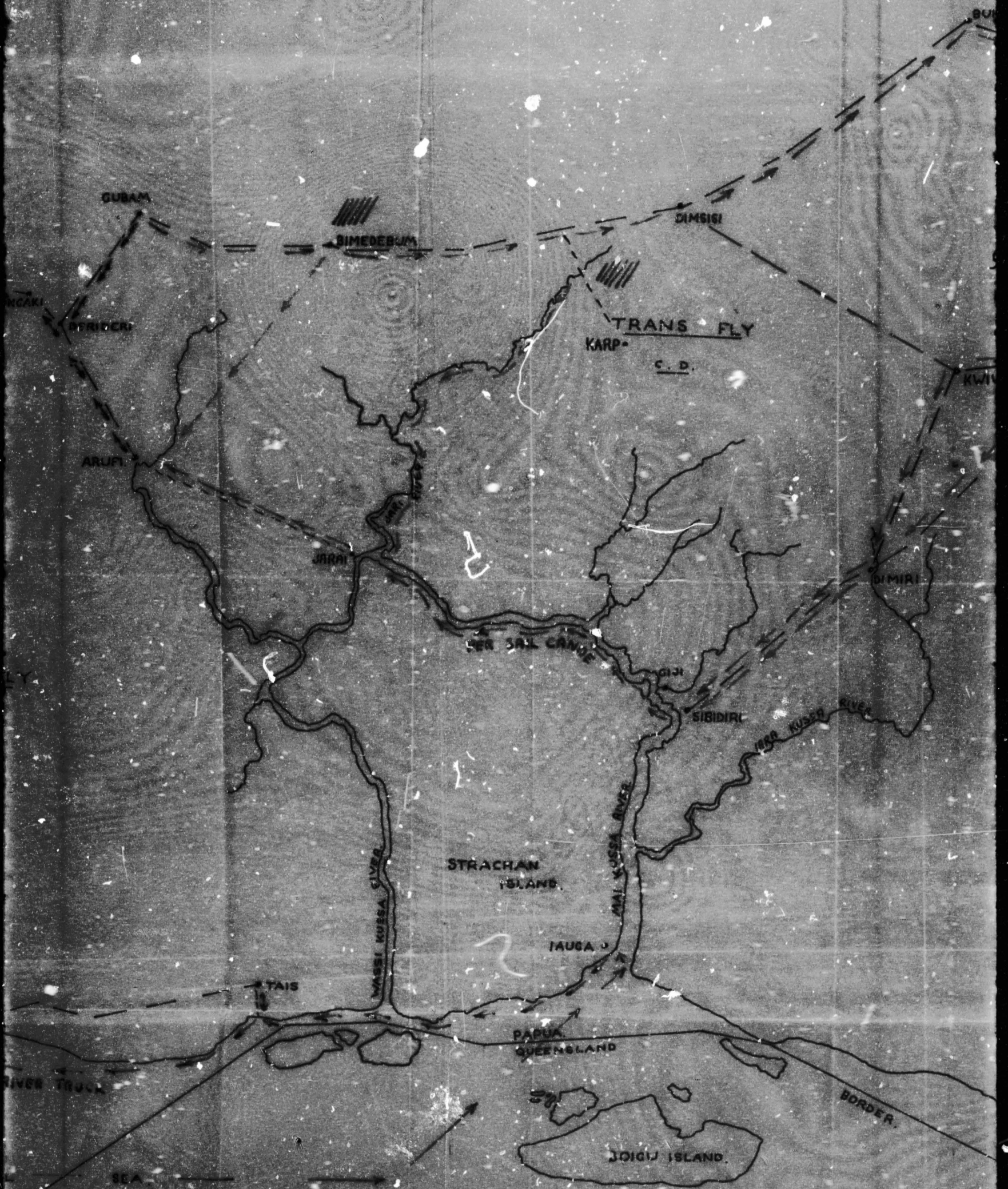
JARAI

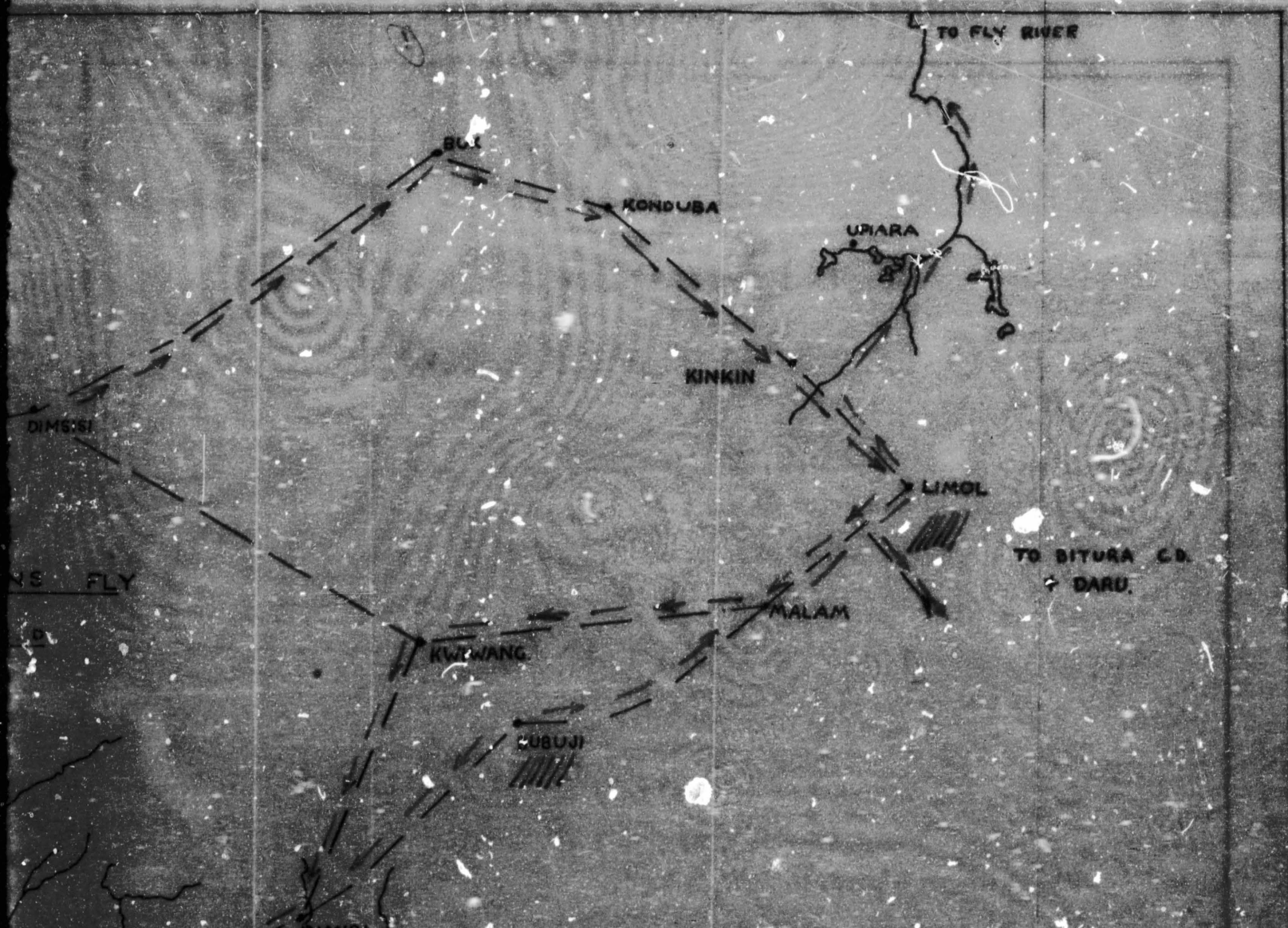
MARI

PER RIVER TRUCK

PER M.V. ANZANA

CORAL SEA

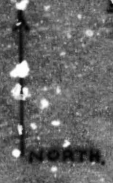




MOREHEAD PATROL No 6 of 69/3

LEGEND:

- VILLAGE
- SUB-DISTRICT H.Q. Δ
- ROAD (4 WHEEL DRIVE, DRY WEATHER) ———
- SCALE 1" = 4 MILES.
- PATROL ROUTE - - - - -
- PROPOSED RUBBER SITES // // //
- PROPOSED ACCESS ROUTES - - - - -



Western site