

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES
OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: GULF

STATION: KEREMA

VOLUME No: 46

ACCESSION No: 496.

1969. - 1970

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Papua New Guinea Patrol Reports

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PATROL REPORT OF: KEREMA - GULF DISTRICT
 ACCESSION NO. 496
 VOL, NO: 46 : 1969-1970 NUMBER OF REPORTS: 30 .

46A

REPORT NO	FOLIO	OFFICER CONDUCTING PATROL		AREA PATROLLED	MAPS/ PHOTOS	PERIOD OF PATROL
[1] 1 of 1969/70	1-16	J. MUNDELL	ADO	Portion KEREMA BAY CENSUS	mp	28.7.69 - 22.8.69
[2] 2 "	17-34	P. MAYNARD	ADO	KAIPI CENSUS DIVISION	mp	4.8.69 - 22.8.69
[3] 3 "	35-50	P. MAYNARD	ADO	" " "	mp	4.8.69 - 10.9.69
[4] 4 "	51-64	J. MUNDELL	ADO	Portion of the KABEROPE C/D	mp	1.9.69 - 10.9.69
[5] 5 "	65-75	J. MUNDELL	ADO	" " " " "	mp	30.8.69 - 2.10.69
[6] 6 "	76-88	P. MAYNARD	ADO	KAIPI CENSUS DIVISION	mp	30.8.69 - 21.9.69
[7] 7 "	89-129	J. MUNDELL	ADO	KABEROPE C/D	-	26.9.69 - 5.11.69
[8] 8 "	130-147	A.J. MEIKLE	PO	KEREMA BAY & Part KAIPI L.G.C. Areas	mp	1.10.69 - 14.10.69
[9] 9 "	148-155	C.A. OVERLAND	PO	Part KAIPI C/D	mp	17.10.69 - 19.10.69
[10] 10 "	156-166	D. MIAKORO	LG-A	Four COUNCIL AREA	-	29.5.69 - 27.8.69
[11] 11 "	167-173	J.A. JOHNSTON	DO	All GULF DIST COUNCIL H/Q & parts of COUNCIL	-	1.7.69 - 30.9.69
[12] 12 "	174-188	J.B. QUINN	ADC	KEREMA BAY C/D	mp	27.10.69 - 14.11.69
[13] 13 "	189-203	C.A. OVERLAND	ADO	Port KABEROPE C/D	mp	31.10.69 - 13.11.69
[14] 14 "	204-216	A.J. MEIKLE	PO	PEICE - UARUPI - MEI'I VILLAGES	-	1.12.69 - 5.12.69
[15] 15 "	217-231	A.J. MEIKLE	PO	Part KEREMA BAY C/D & Part KAIPI C/D	mp	20.1.70 - 28.1.70
[16] 16 "	232-239	J.A. JOHNSTON	DO	GULF DISTRICT COUNCILS HEADQUARTERS	-	1.10.69 - 31.12.69
[17] 17 "	240-245	D.O. MIAKORO	LGA	Two COUNCIL AREAS	-	28.10.69 - 11.11.69
[18] 18 "	246-273	J.B. QUINN	ADC	Part WAPI C/D. of MOROSE DIST.	mp	13.1.70 - 8.5.70
[19] 19 "	274-303	A.J. MEIKLE	ADO	KABEROPE C/D	mp	10.2.70 - 25.3.70
[20] 20 "	304-312	A.J. MEIKLE	ADO	KEREMA BAY COUNCIL	-	20.1.70 - 22.1.70

GULF DISTRICT PATROL REPORTS

KEREMA

1969-1970

<u>Report no.</u>	<u>Officer conducting Patrol</u>	<u>Area patrolled</u>
1-69-70	J. Mundell	Portion Kerema Bay Census
2-69-70	P. Maynard	Kaipi C.D.
3-69-70	P. Maynard	Kaipi C.D.
4-69-70	J. Mundell	Portion of the Kaderope C.D.
5-69-70	J. Mundell	Part Kaderope C.D.
6-69-70	P. Maynard	Kaipi C.D.
7-69-70	J. Mundell	Kaberope C.D.
8-69-70	A.J. Meikle	Kerema Bay & part Kaipi L.G. areas
9-69-70	C.A. Overland	Part Kaipi C.D.
10-69-70	D. Meiakoro L.G.A.	Four council areas
11-69-70	J.A. Johnston	All Gulf District Council H.Q. and parts of some council areas
12-69-70	J.B. Quinn	Kerema Bay c.D.
13-69-70	C.A. Overland	Part Kaberope C.D.
14-69-70	A.J. Meikle	Petoe- Uaripi -Mei'i villages
15-69-70	A.J. Meikle	Part Kerema Bay C.D. & part Kaipi C.D.
16-69-70	J.A. Johnston	Gulf district Council & H.Q.
17-69-70	D.O. Meekoro	Two Council areas
18-69-70	J.B. Quinn	Part Wapi C.D. & part Kerema Bay Kaberope C.D.
19-69-70	A.J. Meikle	Part Kerema Bay C.D.
20-69-70	A. Meikle	Kerema, Malalaua, Kikori S.D.
21-69-70	D.J. Hook	Part Kaberope C.D.
22-69-70	B. Lamont	Lower Kaberope C.D.
23-69-70	A.J. Meikle	Kerema Bay C.D.
24-69-70	A.J. Meikle	Gulf district Council's HQ
25-69-70	J.A. Johnston	Two Council areas
26-69-70	D.O. Meakoro	Part Wentia, Hangoia & Kaberope C.D.
27-69-70	D.J. Hook	Three Councils H.Q.
28-69-70	D.O. Meakoro	Gulf district C. areas
29-69-70	J.A. Johnston	Petoe- Uaripi- Mei'i villages
30-69-70	B. Lamont	



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of SELE Report No. 1152

Patrol Conducted by JOHN MURDELL A.D.C.

Area Patrolled PORTION KEREWA RAY GENSUG

Patrol Accompanied by Europeans NIL

Natives One Interpreter 1 Constable

Duration—From 28/7/1960 to 22/8/1960

Number of Days 26 ^{15 PATROL DAYS 4 1/2 FIELD DAYS}

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 11/5/1960

Medical 18/8/1960

Map Reference MILINGH OF KEREWA & FOURLH OF INI

Objects of Patrol SUPERVISE CONSTRUCTION OF THE ROAD TO THE ROAD

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

John Murdell

TERRITORY OF PAPUA AND NEW GUINEA

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

.3rd. October, .1969.....

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

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

EXTRACT FROM PATROL REPORT/AREA STUDY.

The following information has been extracted
from Patrol Report/~~Area Study~~ No. Kerema -1-69/70....
covering Portion Kerema Bay Census Division.....,
Kerema.....Sub-District,
Qulf.....District.

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

Extract/Points.

"The Jehovah Witness has small station quite close to PETOE Village. It is staffed by two Papuan men who have shown determined opposition to the concept of self help. One of them, MILAKARI LORI of UARIPI Village is still adamant that the people should not work without pay and loses no opportunity to voice his opinions, which are usually interspersed with quotations from the Bible.

The two men are heartily detested by their own village people and the Councillor reports their continued refusal to abide by Council Rules. During the patrol MILAKARI LORI was charged with a breach of these Rules and fined, however his attitude has not changed. Firm action has the unfortunate result of strengthening their "anti everybody" attitude.

I have asked that any direct and continued opposition to this self help scheme be reported immediately to this office. The concept of self help is extremely shaky in the Kerema Bay area and I do not wish to see it founder altogether due to the efforts of me who should (and probably do) know better."

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

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

67-2-4

2nd October, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO. 1/69-70.

Your reference is 67-2-55/1338 of 19th September, 1969.

2. I acknowledge with thanks receipt of Special Report by Mr. J. Mundell, A.D.O., to part Kerema Bay Census Division.
3. I agree that progress can be made in this area providing that firm, effective leadership is evident.
4. A reasonable start has been made on this road project. On the spot supervision will be essential for quite some time if this work is to continue to go ahead satisfactorily.

(T.W. ELLIS)

Secretary

Department of the Administrator.

cc: Mr. J. Mundell, A.D.O.,
Sub-District Office,
KEREMA.
Gulf District.

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

67-2-55/1338.



67.2.4 (13)
67.2.4
KEREMA, GULF DISTRICT.

19th September, 1969.

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

KEREMA PATROL REPORT No. 1-1969/70.

Thank you for the abovementioned report which was received on the 10th September, 1969.

Mr. Mundell's comments are blunt but factual.

It is obvious that economic progress in this area can be made providing the necessary firm leadership is evident. Many of the people from the villages, both young and elderly, have often told European missionaries stationed in the area that they look to the Administration to tell them what has to be done for their own advancement. I consider this a normal reaction to past events.

During the early 1920's and 1930's, the people were encouraged to forego their traditional culture. Again this information came to me from European missionaries who were actively preaching against local customs. The people heeded the missionaries and an immediate result was the Vailala madness. At this time there should have been active co-operation in guiding the people towards social, economic and political progress in the western tradition. This did not occur, thus the present day void exists.

Please ensure that the present firm policy is maintained and that at least twice a week on the spot supervision eventuates from Kerema Sub-District office.

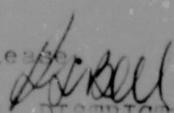
Camping claim was not enclosed.

Minute to:

(R.S. BELL),
DISTRICT COMMISSIONER.

The Secretary, Department of the Administrator,
KONEDOBU.

For your information and comment, please.


(R.S. BELL), DISTRICT COMMISSIONER.

(12)

KS 67-2-2

Sub-District Office
KEREMA , Gulf District
4/9/69

The District Commissioner
Gulf District

KEREMA

COMMENTS - KEREMA PATROL REPORT No.1-69.70

Please find attached three (3) copies of a Patrol Report submitted by Mr. J. Mundell , Asst. District Officer .

2. The Patrol was mounted for the express purpose of supervising the initial construction of the Kerema -Ihu coastal road . Comments I wish to make are as follows :-

Introduction The very low availability of labour in the area Petoe to the Bluff will naturally limit the speed with which the road can be constructed . Luckily , the initial few miles pass through flat country with very little heavy growth on it and construction in this section is relatively easy.

Efforts to get the people to realize that they cannot expect compensation for economic trees removed in road-work (such road-work of ultimate benefit to them) will continue.

Political Efforts will also be made to get the people to realize that , although the Administration and the Council will help them as much as possible , the basic effort to improve themselves must come from each and every villager.

Economic The writer walked from Petoes to a point close to Mei'i village on Tuesday , the 2/9/69 . The Councillor from Uaripi village and about 20 men were working at clearing cut timber and brush from the road surface. It is intended that an officer will mark out side-drains and the actual road surface in the week commencing 15/9/69.

visit
I will also have an officer/Huiva plantation, which regularly sends copra by tractor along the beach to Petoe , and discuss the possibility of one of their tractors providing a pick-up service for these three villages .

Social The situation as regards Milakari and the Jehovah Witnesses will be watched .

3. The patrol was successful in that a start has been made on this road. Further supervision of the work and further efforts to get the people moving will continue .

[Signature]

KS 67-2-2

JBQ/jbq

Sub-District Office
KEREMA , Gulf District

19/8/69

Mr. J. Mandell
Assistant District Officer
Sub-District Office
KEREMA

Dear Mr. Mandell ,

PATROL INSTRUCTIONS -- KEREMA 1-69/70

Confirming my previous
verbal instructions .

2. Please conduct a patrol to
the Petoe/Uaripi/Mai village areas to initiate con-
-struction of the proposed coastal road to Iha , and
especially that section between Petoe and 'The Bluff'.

3. Tools have been ordered for
this project and you will have the use of a light
chain-saw .

4. Please attend to any matters
of a general administrative nature that come your way.

5. I wish you a pleasant patrol.

Yours Faithfully,


(J.J. Quinn, ADC)

TERRITORY OF PAPUA AND NEW GUINEA.

(10)

REPORT NUMBER: Kerema No.1 of 1969-1970. Special.

SUB DISTRICT: Kerema

DISTRICT: Gulf

COUNCIL AREA: Kerema Bay Local Government Council

PATROL CONDUCTED BY: John Mundell.

DESIGNATION: Assistant District Officer

AREA PATROLLED: Portion of the Kerema Bay Census Division

PERSONNEL ACCOMPANYING PATROL: Interpreter Stanley Ivara
No.901 Const.1/C Ipoipo

DURATION OF PATROL: 28-7-69 to 22-8-69. ¹⁵25 days. Broken period.

LAST D.D.A. PATROL TO AREA: 24-4-69 to 14-5-69. 12 days. Broken

OBJECTS OF PATROL: To supervise construction of the
Petoe to Ihu road.

TOTAL POPULATION OF AREA: 3647

MAP REFERENCE: Milinch of Kerema. Fournil of Wau.

VILLAGE POPULATION REGISTER: Not enclosed

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(9)

KEREMA PATROL NO 1 of 1969-1970

DIARY

Monday
28-7-69

Departed Kerema at 2-00 pm in Council canoe and outboard and arrived at Uaripi 20 minutes later. Set up camp in new rest house. Discussed road with Councillor and Ward Committee until 5-30. Arranged to inspect several routes in the morning. Overnight at Uaripi

Tuesday
29-7-69

Left rest house early morning and inspected the section from Uaripi to Petoe and return. Thence to Mei'i Nos 1 and 2, following a survey that was done in 1964. Lunch, then supervised the Uaripi people who are commencing the initial clearing until 5000. Overnight Uaripi.

Wednesday
30-7-69

Saw Uaripi people to work at 7-30 pm, then went to Mei'i to inspect progress. Found that they had not started so rounded up everyone in the village and started them cutting toward Uaripi. Returned to Uaripi at 11-30 and checked on work. Censused coconut trees which will have to be cut down. Lunch then returned to Mei'i village and supervised work until 4-45 pm. Returned to Uaripi and walked up the cleared section. Overnight Uaripi.

Thursday
31-7-69

Walked toward Petoe and marked out new section to avoid sago swamp. Continued listing coconut trees. Walked up to Mei'i village to find, once again, that no one was working. Finally gathered them all together and work was re-started. Supervised until 12-30. Lunch then listed more trees and generally supervised the Uaripi people. Overnight at Uaripi.

Friday
1-8-69

No work today as the people are making sago and collecting garden produce to sell in the market. The years tax is due on Wednesday and majority from Uaripi and Mei'i seem to be, as usual, unprepared. Crossed to Kerema in the Council dinghy and spent the remainder of the day in the office.

Monday
4-8-69

Organised motor bike and petrol to go across to Uaripi. Departed at 10-00 am in dinghy but half way across the bay met three canoe loads of men from Mei'i on their way to see the Deputy District Commissioner about working on the road. Returned to Kerema with them and listened while the D.D.C. told them exactly as I had told them three days ago, i.e. that they would not be paid for their work. Left Kerema at noon after short talk with the District Commissioner. Lunch at Uaripi then supervised on the Petoe section as Mei'i people are not yet back from Kerema. Overnight at Uaripi.

Tuesday
5-8-69

To Mei'i in the early morning to ensure that the people are on the job. Continued on to the Bluff to

(2)

inspect proposed route. Found that much of it has been, or will shortly be, washed away by the sea. Returned to Petoe and listed more trees. Lunch then to Mei'i to check on progress and list trees on the cleared section. Back to Petoe to re-route road in a more direct line to the village. The initial clearing was completed as far as the new wharf site by 5-30 pm. Discussions with the Councillors and the people in the evening. Overnight at Uaripi

Wednesday
6-8-69

People working close to the village as Council Tax Tribunal are due this morning. Work suspended at 10-00 am when they arrived.

Heard one Local Court case involving a breach of Council Rules. Set off on motor bike at 11-00 pm to inspect progress on the Mei'i to Uaripi section. Continued on to Huiva Plantation (Korimiri Local Government Council area) to speak with the manager on access through the plantation. This will be no problem as the road is already formed. Continued on to Herere village expecting to find an officer engaged on roadwork. No success so carried on to Ihu Patrol Post arriving at 3-45 pm, inspecting road works on the way. Discussions with Officer in Charge on the section of road from Herere to the Bluff. Overnight at Ihu

Thursday
7-8-69

Talks with Mr Holt of P.W.D. on the bridge he will build over the Keuru Creek. Left Ihu at 9-30 am in light rain and arrived at Uaripi at 11-00 am. Found that chain saw had arrived from Kerema. Checked it over and gave it a trial run. Assisted people in clearing, using the chain saw. Overnight at Uaripi

Friday
8-8-69

Started Uaripi people off and went to check on the Mei'i section. Once again found the road head deserted. Went to the village and turned all the workers out. Supervised until lunch time. To Uaripi and continued clearing with the chain saw until 5-15 pm. Discussions in the evening. Overnight at Uaripi.

Monday
11-8-69

Departed Kerema at 9-00 am and arrived at Uaripi 15 minutes later. Found that the section of road from Mei'i to Uaripi had been completed. Started them off on the section from Mei'i to the Bluff. To Petoe and supervised until 12-45 pm. Lunch then arranged for the people to be inspected by a Malaria Control Team which is visiting the area. Worked close to the village all afternoon cutting down coconut trees. People joined in as malaria team finished with them. Overnight Uaripi.

Tuesday
12-8-69

Uaripi people still cutting coconut trees. To Mei'i off the motor bike to start the days work there. Supervised for a short time then returned to Petoe and worked with the chain saw. Lunch then back to Mei'i to check on progress. Back to Petoe to find that the interpreter had broken the chain saw.

District Commissioner and Deputy District Commissioner arrived at 2-00 pm to inspect progress. Showed them the remainder of the cut section, then went on up, past the Bluff to examine the country the road will pass through. Returned to Petoe at 3-50 pm and saw motor bikes safely on the second trip of the dinghy. Went to Mei'i to arrange for washed up dinghy to be carried above high water mark. Sent Interpreter back later to ensure that this was being done. Overnight at Uaripi

Wednesday
13-8-69

Sent Constable and Interpreter to Mei'i to salvage dinghy as people refused to do it yesterday. Spent some time overhauling and cleaning chain saw. Supervised the cutting down of further coconut trees. Interpreter reported dinghy secure. Lunch then to Mei'i village to see what progress had been made. Supervised for short time then back to the Petoe section. Continued clearing coconut trees until 4-45 pm. Overnight at Uaripi.

Thursday
14-8-69

Still clearing coconuts on the Petoe section. Burned all rubbish on the side of the road. Paid call on United Church Pastor. To Mei'i and re routed one section past a swamp and an old cemetery. Returned to Petoe and worked there until 4-30 pm. Overnight Uaripi.

Friday
15-8-69

Supervised on the Petoe section then to Mei'i and checked on the section passing the cemetery. Examined small swamp further on with a view to draining it in the future. Returned to Uaripi for lunch then supervised at Petoe until 4-00 when new wharf site was reached. To Terema for the weekend at 5-35 pm.

Monday
18-8-69

Arrived back at Uaripi at 10-30 am after collecting axe handles and speaking briefly with District Commissioner and Assistant District Commissioner. Found people working close to the village because of intermittent rain all morning. Lunch then marked more trees to be cut down. Issued new axe handles to those who had broken theirs whilst cutting the road. Inspected work at Mei'i and found them approaching a swamp so directed them to higher ground. There will be a small section to build up but nothing significant. Returned to Uaripi and supervised until 4-30 pm. Discussions with Councillor and people until 7-00 pm. Overnight Uaripi.

Tuesday
19-8-69

Rain interrupted work for most of the morning. Uaripi people digging out stumps and generally cleaning up rubbish which has been left on the road. Went to Mei'i and discussed new system whereby they would be working on their own as from next week. Also check on progress, and walked over new route again. To Uaripi for lunch. Supervised at Uaripi until 3-05 pm when heavy rain suspended work. To rest house and paid Petoe and Uaripi people for their coconut trees which had already been cut down. General discussions until 6-50 pm. Overnight Uaripi.

Wednesday
20-8-69

General clearing work re-commenced at 7-30. Went up to Mei'i at 10-00 am to inspect progress there. Short discussions with Committee man in charge. Lunch at 12-15, then supervised at Uaripi until 4-30. To the Mei'i section again for a short visit. Finally back to the rest house for general discussions with the Uaripi people. Overnight at Uaripi.

Thursday
21-8-69

Sorted out various disputes over the coconut trees which have been paid for. Inspected work at Mei'i village and walked along the proposed route for half an hour to see that it is clear of swamps. Returned to Uaripi at 11-50 for lunch then supervised stump clearing until 4-15pm. A short visit to Mei'i then back to Uaripi at 5-30 pm. Overnight Uaripi

Friday
22-8-69

Received new recoil spring for chain saw. Fitted same and gave it a trial run. Heavy rain fell 6-45 until 8-30. Went up to Mei'i to find that all the people had gone sago making. Advised Committee man of future work requirements. Returned to Uaripi and helped clearing with the power saw. Returned and broke camp at 3-00pm to return to Kerema. Canoe arrived at 4-00 and uplifted all gear and personnel. Arrived Kerema 4-20pm.

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TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 1-69/70.

PATROL REPORT.

Introduction.

This patrol was of a special nature, mounted to supervise the initial clearing of the Petoe to the Bluff road. The road from the Bluff to the Vailala River lies in the Korimiri Local Government Council area and will be constructed from the Ihu side.

That portion to be constructed from the Kerema side is some 10 miles in length. It is mainly along flat ground and rises to several hundred feet to clear the Bluff. The villages of Petoe, Uaripi and Mei'i are directly on the Kerema portion, and the labour for its completion will be drawn exclusively from them.

Labour, however, is somewhat of a problem. Uaripi village with a total population of 538 can only muster 36 able bodied men, Petoe with 76 can muster only 3 and Mei'i Nos. 1 and 2 with 968 are good for 48 men. Absenteeism is the main cause of this sadly depleted work force.

It has not been possible to get the owners of coconut trees on the route to cut them down without payment. Apparently they were told before the work commenced (though by whom is rather vague) that trees would be paid for at the rate of one dollar per mature palm. The people of the Korimiri, on the other hand, are cutting their trees and not requesting payment. It is estimated that the section to the Bluff will cost in the vicinity of \$1300 in compensation to owners of coconut trees and large gardens.

A detailed summary of progress on the three stages is as follows:-

1. Petoe to Uaripi.

This section has been completely cleared except for the last half mile or so. All coconut trees have been cut down and paid for, stumps have been cut out and rubbish removed well to the side. The terrain is generally dead flat and the soil a sandy loam. Several small sago swamps and wet patches were avoided. It will not take much work to make a first class road out of this portion. The section is some two miles long and commenced opposite Kerema station at the new wharf site.

2. Uaripi to Mei'i.

This has been roughly cleared. All scrub has been cut and most large logs removed to the side. The coconut trees have not been cut or paid for. There are several quite large fenced gardens on the route and these have not been touched in any way. One large swampy area had to be avoided and the road cuts in dangerously close to the beach at this point. It will remain for the next officer to supervise the cutting of the trees and make an accurate count so that they can be paid for. Gardens will also have to be treated in a like manner. However, I would stress that an officer should be present when the coconut trees are cut. From my experience on this patrol the Kerema Bay people have a great tendency to argue and exaggerate when anything to do with money is mentioned. This section is some 2½ miles long and could also be the basis of a first class road.

3. Mei'i to the Bluff.

This section is not yet complete. It is the longest being about nearly six miles long. At the time of writing half of it would be rough cleared, and it is being done exclusively by the Mei'i people who can only turn out a maximum of 48 men at any one time. Unfortunately this section will also require the

4

most work. Some 500 yards West of Mei'i village the track takes a 90 degree turn inland to avoid a large swamp. In doing so it must pass through a slightly smaller swamp to gain higher ground. The total distance to be built up would only be 100 yards, but this will be a slow job with the labour available. The Bluff will also require a lot of work and most likely a blasting team. Coconut trees are still standing and gardens have not been touched. The remarks on the previous section also apply here.

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SITUATION REPORT

Political

As previously stated the villages patrol^{id} are under the Kerema Bay Local Government Council. There are four Councillors, two for the Uaripi/Petoe Ward and two for the Mei'i Ward. They are not progressive men and their attitude seems to be one of passive resistance to any scheme which requires any physical participation on the part of their constituents. In many cases the Ward Committeemen show far more initiative and drive than the Councillors and are looked to for direction and leadership.

Services provided by the Kerema Bay Council in the area are not numerous. Each village has the usual sanitary well and there is a permanent materials Aid Post at Uaripi to serve the three villages. The Council also provided a ferry service (on a fare basis) from Kerema to Petoe. The results of a problem census conducted by Mr Patrol Officer McMahon at Mei'i village, (Kerema Patrol No 10/68-69 pages 11 and 12) show that the people are expecting more and more from their Council without actively participating themselves. The general attitude seems to be one of "We pay our taxes so the Council can do it. If we have to work then we should be paid."

Several Members of the House of Assembly have visited the three villages recently, Mr Tore Lokoloko and Mr Tom Keraea being the most regular. During their visits they give talks on what the House is doing, with special reference to Gulf District and generally discuss local problems and requirements. They both claim to stress the theme of self help, however it is not apparent that they are getting through in any great degree.

Economic

The peoples of Petoe, Uaripi and Mei'i have been keen to have a road to the shipping point for some time now. Before this patrol arrived they had been content to talk about it for long periods and attempt to pass the responsibility for its construction from village to village.

After the initial shock of having to work for themselves without pay, fair progress was made. These people will work if they cannot avoid it in any way and constant supervision is available. When this patrol withdrew from the area an attempt was made to place the responsibility for further work on the people themselves. The route has been shown to Councillors and Ward Committees and they have been charged with the supervision of their own sections. Commencing on the 1st of September all villages will work week on/week off. The off weeks will be utilised to gather and store enough food to see them through the on week. In addition frequent but irregular visits will be made from Kerema to see what progress is being made.

It is also hoped that this road will stimulate further economic activity. From the number of nuts that are allowed to crew where they fall it is obvious to the untrained eye that these three villages of Petoe, Uaripi and Mei'i are only producing a fraction of their copra potential. Their current

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excuse is that it is too hard to carry the bags to the shipping point and that no one from Agriculture ever visits them to advise and assist. I am sure that if any interest was ever shown by these people D.A.S.F. would be only too pleased to provide advice.

I cannot see any alternative to copra as a cash crop for these people due to the poor soils in the area. However, by merely exploiting their present potential the per capita income of the area could be doubled at the least.

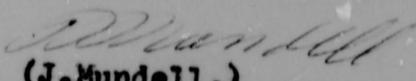
Social

As the patrol had only one specific object, ie. roadwork there is little to record under this section except a general comment of the activities of the Jehovah Witness mission.

The Jehovah Witness has a small station quite close to Petoe village. It is staffed by two Papuan men who have shown determined opposition to the concept of self help. One of them, Milakari Lori of Uaripi village is still adamant that the people should not work without pay and loses no opportunity to voice his opinions, which are usually interspersed with quotations from the Bible.

The two men are heartily detested by their own village people and the Councillor reports their continued refusal to abide by Council Rules. During the patrol Milakari Lori was charged with a breach of these rules and fined, however his attitude has not changed. Firm action has the unfortunate result of strengthening their "anti everybody" attitude.

I have asked that any direct and continued opposition to this self help scheme be reported immediately to this office. The concept of self help is extremely shaky in the Kerema Bay area and I do not wish to see it founder altogether due to the efforts of men who should (and probably do) know better.


(J. Mundell.)
Assistant District Officer.

(2)

KEREMA PATROL NO 1 - 1969-1970.

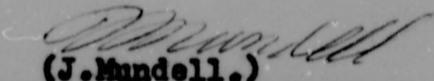
REPORT ON PATROL PERSONNEL

Reg. No. 901 Constable 1/C Ipoing.

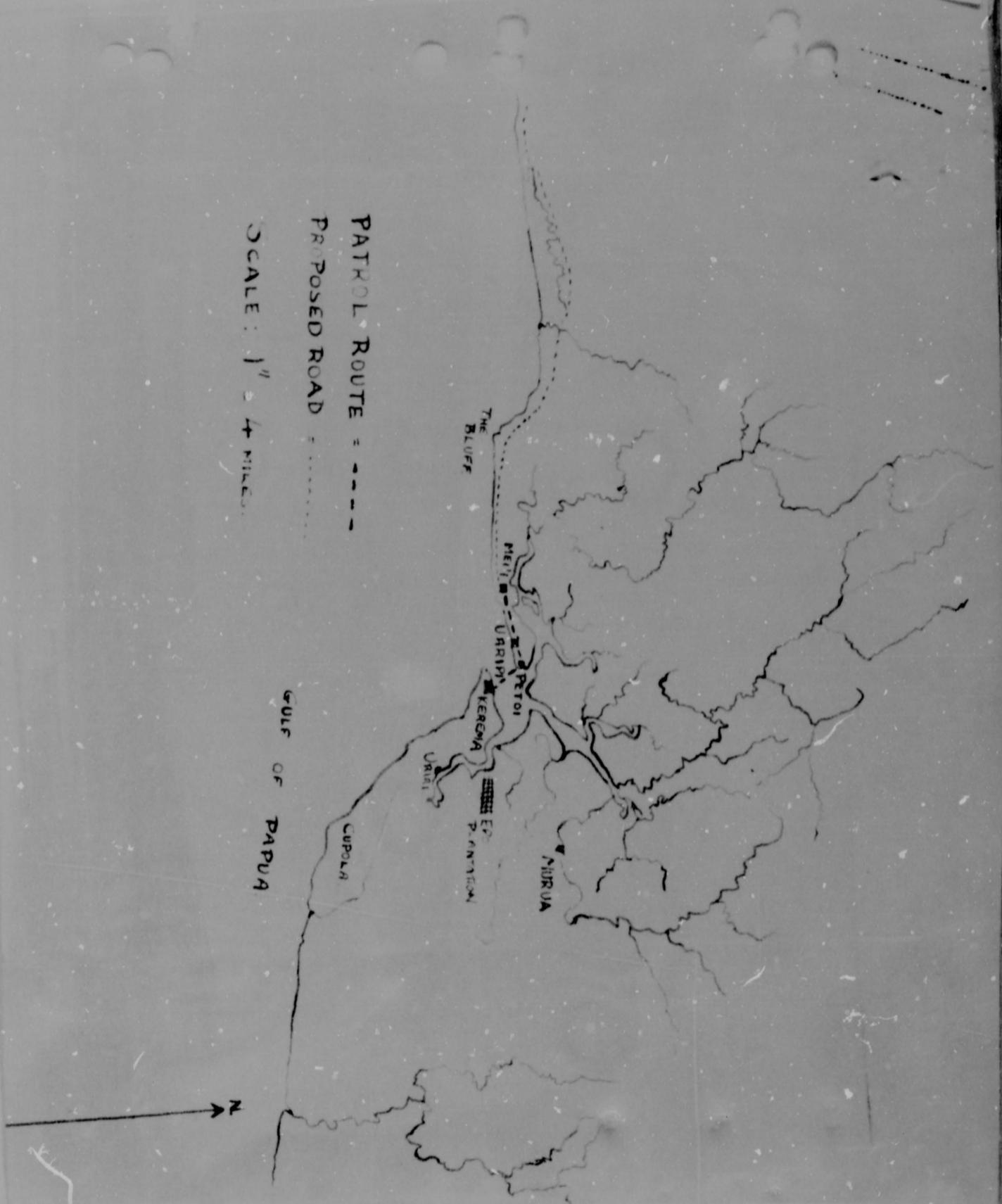
An elderly man who does not appear to be interested in his job, but never the less worked well under close supervision.

Interpreter Stanley Ivara

In his first year of service. Is inclined to dominate any conversation with the local people by telling them not what he is told to interpret but what he thinks they should be told. Was continually ~~be~~ warned for adding or deleting information as he thought fit.


(J. Mandell.)
Assistant District Officer.

PATROL ROUTE = - - - -
PROPOSED ROAD =
SCALE: 1" = 4 MILES





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KFR 14 19. 2-69/72(PART)

Patrol Conducted by Lt. P. MAYNARD, A.D.C.

Area Patrolled KAIPI CENSUS DIVISION

Patrol Accompanied by Europeans A.J. HEIKLE, Patrol Officer-in-Training.

Natives D. NEAFORO, I.C.S. SUNGADIN, Interpreter.

Duration—From 1/8/1962 to 22/8/1962

Number of Days EIGHTEEN

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services Max/Jun/1962

Medical / / 19

Map Reference WAI FOURTEL

Objects of Patrol As per patrol instructions attached.

Director of District Administration, PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

Indesed 13/10

TERRITORY OF PAPUA AND NEW GUINEA

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

...3rd October, 1969...

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

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

EXTRACT FROM PATROL REPORT/ABBA STUDY.

The following information has been extracted
from Patrol Report/~~ABBA STUDY~~ No. Karam-2/69-70 ...
covering ... KAIFI Census Division,
 KeremaSub-District,
 GulfDistrict.

The period of patrol : August, 1969

Extract/Precis.

Jehovah's Witnesses operate in the Census Division but are very much restricted to the village of LALAMO (UAMAI). These seem to be a very minority group and were only evident during the Council elections, as they preferred to cast informal votes rather than vote for any of the nominees.

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

Secretary,
Department of the Administrator.

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

67-2-6

2nd October, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO 2/69-70

Your reference is 67-2-56/1350 of 19th September, 1969.

I acknowledge with thanks receipt of Situation Report by Mr. A.J. Meikle, A.P.O. to Kaipi Census Division.

The need to complete a road network throughout the area is vital for the progress of the Kaipi Council.

Mr. Meikle's report is an interesting, well detailed submission.

(T.W. ELLIS)

Secretary

Department of the Administrator

cc:

Mr. A.J. Meikle,
Sub-District Office,
KEREMA. Gulf District

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

67-2-56/1350.

6726
KEREMA, GULF DISTRICT.



19th September, 1969.

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

KEREMA PATROL REPORT No. 2-1969/70.

Thank you for the abovementioned patrol report which was received on the 16th September, 1969.

Mr. Meikle has presented a thoughtfully worded report.

Development of this area and its economic progress have been retarded by the lack of access roads to "all the year round" wharf facilities.

During the south-east season, boats cannot load or unload along this unsheltered coast.

The Kaipi Council area has an excellent potential both economically and in local leadership. Every effort must be maintained to complete the road work. Once the communications system is established, progress will occur socially, economically and politically.

I fully agree people at the moment are just marking time. You are to ensure that an officer visits the area by motorcycle at least once a week. This will assist in maintaining close liaison with village leaders.

Action is now being taken to obtain the services of a Welfare Worker.

Mr. Meikle's report makes excellent reading and he should now endeavour to make some constructive suggestions for general development.

Camping claim herewith.

(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

For your information and comment, please

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

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KS 67-2-2

Sub-District Office
KEREMA, Gulf District
10/9/69

The District Commissioner
Gulf District
KEREMA

COMMENTS -- KEREMA Patrol Report No.2 69/70

Please find attached three (3) copies of the above Patrol Report , submitted by Mr.A.Meikle, Patrol Officer in Training .

2. Comments I wish to make are as follows :---

Introduction It is eventually hoped that , as road works develop , the people on the narrow and restricted coastal strip will move inland to open up the good land at the base of the mountains . The Council discussed the idea of re-settlement at its meeting on the 3/9/69 and expressed " great interest " in the idea .

Mr. Maynard ,ADO and Advisor to the Kaiapi Council , has today returned after five weeks in the Council area . He reports that most of the Council book-work is up to date and the Council works program is progressing. The Council and area appear to be responding to the close attention that they have receiving since the beginning of August --- this attention will continue.

Local Government

The matter of extending Local Government to all areas and all people in the Kaiapi Census Division is receiving attention at the moment.

The Council Advisor will be kept exclusively on Council and Administration matters for this area . The Council is now getting the firm supervision it has not had for some considerable time.

Economic It is hoped that a road from Koaru to the old APC road running to Malalaua can be constructed . The Karama ferry is now in operation and work has re-commenced on the road over the Cupola hill .

Eventually , and in the short term , it is hoped to have vehicular access from Kerema over Cupola Hill to Wamei and thence along the broad ,hard beach to Karama and thence along the beach to Koaru before swinging inland

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to join up with the old APC road running out of Malalaua . In the long term , the possibility of a road running inland from Wamai directly to the APC road-head should be considered. This road would avoid the restricted beach strip and also open up the good land well behind the coast .

Work on bringing wells and pumps up to an acceptable standard will continue .

Health I have made extracts from this section and will forward them to the District Medical Officer at Kerema . The Kamia people obviously need the attention of a medical patrol .

Law and Order It is becoming increasingly obvious, not only in the Kaipi but in the Kerema Bay area , that a Welfare Officer is urgently needed . I will write to you on this matter in separate correspondence .

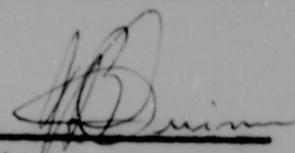
Notes on Kaipi Councillors These notes will prove of value for the Sub-District list of "Outstanding Personalities ".

Village Population Register As you are aware , the census for this area was conducted in the course of Kerema Patrol No. 11-68/69. Unfortunately , records were lost in a dinghy mishap at Karama and the census had to be re-compiled . As Kerema Patrol Report No. 11 -68/69 has already been forwarded , I have attached the census figures as an ^{APPENDIX} attachment to this Patrol Report .

3 General Comments Mr. Meikle has submitted an extremely neat and well-written Report which was a pleasure to read and which contained a good deal of worth-while information .

With firm and continual supervision there is every reason to hope that the Kaipi Council and the Kaipi area will develop economically , socially and politically.

4. For your comments and onforwarding to Headquarters, please .


(J.B. Quinn, ADC)

KS 67-2-2

JBQ/jbq

Sub-District Office
KEREMA, Gulf District
14/8/69

Mr. A. Meikle
Sub-District Office

KEREMA

Dear Mr. Meikle ,

PATROL INSTRUCTIONS--KEREMA No.2-69/70

Previous verbal instructions

refer .

2. You are to accompany Mr. P. Maynard ,ADO on a patrol to the Kaipi Census Division and assist him in :--

- (a) Kaipi LGC elections -- you will be a Presiding Officer
- (b) general duties associated with the running of a L.G.C.
- (c) feasibility studies for road-works in the Kaipi area
- (d) re-compilation of census figures for certain Kaipi villages
- (e) Routine Administration

3. Please pay particular attention to any instructions given to you by Mr. Maynard as this training will be of value to you when you become a Council Advisor.

4. Please take notes on the patrol as I want you to do a patrol report on your return , as a training exercise .

5. I wish you a pleasant patrol.

Yours Faithfully ,


(J.B. Quinn, ADC)

(10)

PATROL REPORT.

REPORT NUMBER: KEREMA No. 2 OF 1969/70 (PART).

SUB-DISTRICT: KEREMA.

DISTRICT: GULF

TYPE OF PATROL: SPECIAL.

PATROL CONDUCTED BY: P. MAYNARD, ASSISTANT DISTRICT OFFICER.

AREA PATROLLED: KAIPI CENSUS DIVISION.

PERSONNEL ACCOMPANYING PATROL: A.J. MEIKLE, ASSISTANT PATROL OFFICER.
D. MEAKORO, LOCAL GOVERNMENT ASSISTANT.
GUNGADIN, INTERPRETER.

DURATION OF PATROL: 4TH AUGUST, 1969, TO 22ND AUGUST, 1969 (PART).

NUMBER OF DAYS: EIGHTEEN.

DATE AND DURATION OF LAST D.D.A. PATROL TO AREA:

OBJECTS OF PATROL:

- (1) LOCAL GOVERNMENT COUNCIL ELECTIONS.
- (2) CONVENING OF NEW COUNCIL AFTER THE ELECTIONS.
- (3) GENERAL LOCAL GOVERNMENT COUNCIL DUTIES.
- (4) FEASIBILITY STUDY AND CONSTRUCTION OF KAIPI COAST ROAD.
- (5) RE-COMPILATION OF CENSUS FIGURES LOST WHEN DINGHY OVERTURNED.

TOTAL POPULATION: 4,633.

MAP REFERENCE: FOURMIL OF WAU.

(9)

PATROL DIARY.

PART KEREMA No. 2 OF 1969/70.

1969.

Monday, 4th August.

Left KEREMA at 0730 hours together with Mr. P. Maynard, A.D.O., and Mr. D. Meakoro, L.G.A., and Interpreter Gungadin. Travelled as far as the end of the vehicular road on CUPOLA Hill, thence by foot along walking track to SILO No. 1 arriving 1000 hours. Held elections at SILO No. 1, thence along the beach to SILO No. 2, arriving 1340 hours. As incumbent Councillor was nominated unopposed, no election held at SILO No. 2. Inspected wells and pumps, then left for UAMAI No. 2. Arrived IROPI at 1505 hours. Took nominations for elections to be held there next day. Overnight at IROPI - one of the villages which make up UAMAI No. 2.

Tuesday, 5th August.

Elections at IROPI from 0900 until 1300 hours. Thence to POMARA along the beach arriving 1440 hours where held elections until 1730 hours. Left POMARA after evening meal for PARAKU, where we arrived 1930 hours. Overnight PARAKU.

Wednesday, 6th August.

Elections at PARAKU from 0830 until 1230 hours. Thence to KEREMA village where elections conducted until 1600 hours. Returned to PARAKU and remained overnight.

Thursday, 7th August.

Morning, held elections at PUKARI until 1240 hours. Thence to KOARU where elections conducted until 1630 hours. Returned to PARAKU, and remained overnight.

Friday, 8th August.

To KAIPI Local Government Council Chambers at 0800 hours where carried out office work until 1130 hours. District Commissioner, Mr. R.S. Bell, and Assistant District Commissioner, Mr. J. Quinn, arrived from MALALAUA to meet the new Councillors during the first Council meeting of the year. The District Commissioner presented the Councillors with their badges then spoke to them about the progress (or lack of it) in the area over the past years. D.C. and A.D.C. left for MALALAUA after lunch. Council meeting concluded 1715 hours. Continued to work in Council office until 1830 hours. Overnight at PARAKU.

Saturday, 9th August.

Worked in Council office on Council files 0800-1830 hours. Overnight at PARAKU.

Sunday, 10th August.

Worked in Council office on files 0900-1830 hours. Overnight at PARAKU.

Monday, 11th August.

0800 to Council office. On way inspected route for proposed approach roads to ferry on both banks of river. Mr. Maynard had Councillor APUPU organize the villagers into cutting and clearing the road route. Worked in Council office until 1815 hours.

Tuesday, 12th August.

0800 to Council Chambers. On route inspected the progress made on the ferry approach road. Also inspected the ferry, beached above the water line, to ascertain just what could be required to get it into operation. Measured and inspected the ferry cables, winches and fittings. Arranged with the Councillor to have the villagers stretch one of the cables across the river and fasten it on each bank. Thereafter worked in Council office until 1830 hours. Overnight at PARAKU.

Wednesday, 13th August.

Left PARAKU 0815 hours for EPOINI. Travelled up-river by paddle canoe until 0910 hours when we went ashore and walked for three hours to EPOINI. Track at this time reasonably good. Arrived EPOINI 1215 hours and took census until 1830 hours. Mr. Maynard heard courts. Overnight at EPOINI.

Thursday, 14th August.

Left SPOINI 0700 hours for IBAKODA. Good walking over fairly even, though well-timbered, country. Arrived IBAKODA 1300 hours. Had to wait for carriers to arrive with Census books. Carriers arrived 1600 hours. Immediately commenced census of IBAKODA and TITIKAINI villages. Census completed 1830 hours. Talked with village leaders until 2100 hours. Overnight at IBAKODA.

Friday, 15th August.

Made an inspection of IBAKODA village first thing this morning - condition of houses, latrines and general village area. Not very satisfactory. Mr. Maynard had a talk with the people on this before we left for KOARU at 1100 hours. Good walking to MAIPORO coffee gardens, where we arrived 1300 hours. While we rested there Mr. Maynard talked with the people on the possibility of a road being put through to the coast. Left MAIPORO 1330 hours. Track became progressively worse - more and more swampy - as we neared the coast and continually crossed and recrossed MAIPORO River. Arrived KOARU Mission at 1650 hours. Had tea at Mission. Overnight at KOARU village in the newly constructed Women's Club building.

Saturday, 16th August.

The writer left KOARU village at 0850 hours with Council President, KOARU FOSE, to inspect possible road route from KOARU Mission to join up with the old A.P.C. road which runs from the now abandoned well-site through to MALALANA. The first hour or so was through extensive swamp country immediately behind the narrow coastal belt of sandy soil. At 1015 hours we left the swampy land and struck good grassland and lightly timbered forest. The ground was good for road making, flat with no obstacles. Reached SEVESE garden clearing at 1045 hours. From then on until we reached the A.P.C. road the land was good with light/medium timber. Reached A.P.C. road 1150 hours. Road in fairly good state - is presently being used by tractor to carry labour to coffee gardens. Returned to KOARU by same route arriving 1530 hours. Assisted Mr. Maynard with census statistics. Overnight KOARU.

Sunday, 17th August.

While at SEVESE garden yesterday met some men from LELEFIRU, who told us of a possibly better route for the road through the swamp behind KOARU Mission station. So today set out with Cr. KOARU and three men from LELEFIRU at 0955. After crossing the MAIPORO river behind LELEFIRU we walked along a raised strip of ground through the swamp. This seemed considerably better than the early part of the route we took yesterday, although still had one or two swampy patches. Went by way of OVAFU gardens until we joined the route we took yesterday at a point near SEVESE garden. Returned to KOARU 1430 hours. As Mr. Maynard had gone to PARAKU, the writer followed arriving PARAKU 1615 hours. Assisted Mr. Maynard in trying to free rusted winch on ferry until approx. 1845 hours. Overnight at PARAKU.

Monday, 18th August.

This morning the writer accompanied Councillor MAEARI of MOROI village along the surveyed route of the proposed road between KARAM 3 and IRUKOVO creek. The Councillor had earlier this morning tried without success to get his villagers to do some work on the road - clearing grass and cutting trees where necessary. However, many men had left for the bush and the remainder were not interested in doing any road work. Together we got the remaining men to start work and succeeded in doing a good stretch. A talk brought home to them how much this road would mean to them all when it was put through. At 1615 hours went to Council House. Mr. Maynard hearing courts. Writer worked on ferry winches, etc. until 1715 hours.

Overnight at PARAKU.

Tuesday, 19th August.

Worked in Council office until 1715 hours. Thence moved to IROPI where we arrived 1815 hours. Mr. Maynard talked with Councillors. Overnight at IROPI.

Wednesday, 20th August.

Conducted census PARAKOU and IROPI villages. Courts heard. Left IROPI. 1320 hours for SILO No. 1 by way of UAMAI school. Arrived SILO No. 1 1420 hours. Talked with Councillors then went to inspect where road routes covered by previous surveys passed behind SILO villages. Returned SILO 1 at 1730. Overnight at SILO 1.

Thursday, 21st August.

Discussed with Councillors possibility of road route from foot of CUPOLA Hill direct to UAMAI school. While Mr. Maynard took census at SILO No. 2, Councillors NAIIME and MUARI and self together with three other men tried to head on an easterly bearing from bottom-most slopes of CUPOLA to try to reach UAMAI direct. After about 1-1/4 hours of fairly good travelling we hit dense sage swamp and turned south to try to skirt round it. However, after an hour or more we found we had come out on the beach between SILO 1 and SILO 2. The swamp stretches down to within 100 yards from the beach. Returned to SILO No. 1, where census was carried out and completed at 1615 hours. Courts heard until 1900 hours. Overnight at SILO No. 1.

Friday, 22nd August.

At approximately 0830 left SILO 1 with Interpreter GUNGADIN and two guides to walk over CUPOLA via route surveyed by John Naimé and Naimé Orkaiva. Meanwhile carriers took patrol gear via usual walking track over CUPOLA. Started on surveyed route at 0900 hours and made fairly good going but as vehicle was expected to be waiting for us at end of vehicular road on CUPOLA, ran out of time and completed route along top of ridges. Reached main walking track at 1215 and thence to vehicular road where we took jeep to KEREMA, arriving 1430 hours.

END OF THIS PART OF PATROL.

KAIPI CENSUS DIVISION.

INTRODUCTION:

This patrol was mounted under Mr. P. Maynard, Assistant District Officer, for the purpose of carrying out Kaipi Local Government Council elections, the convening of the new Council after the elections, general Local Government duties, road feasibility studies, and construction of the Kaipi coast road, and the re-compilation of the Kaipi census figures.

The part of the patrol during which I was present was without incident and covered considerable walking distances in the course of taking census and doing road feasibility studies throughout the area. The area is divided basically into three sections - the narrow coastal strip of sandy soil, the fairly broad belt of sago and mangrove swamp behind the coastal strip, stretching from the MAIPORO River in the east almost to the foot of CUPOLA Hill in the west, and behind the swamp, good grassland and timbered country stretching inland to the feet of the mountains, round EPOINI and IBAKODA.

Good headway was made with various Council works, and the visit of the District Commissioner and the Assistant District Commissioner at the convening of the new Council seemed to bring to life the drive to get something done in the area after many years of stagnation. This point will be made clear in respect of the road and ferry under General Rural Development in the following Situation Report.

SITUATION REPORT.

(a) POLITICAL.

1. Local Government:

With the advent of the Local Government Council elections throughout the area and the visit of the District Commissioner at the first meeting of the newly elected Councillors, interest and attention has been focused on the Council as a body and on the Councillors as individuals representing the peoples of the villages throughout the Council area. The villagers are now aware that the Councillors, the men that they have elected to represent them, are trying hard to further the development of the area. The influence of the Council is strong at the present time, and this influence should be fostered to try to keep development at its peak.

2. However, due to the distance from the Administration centre at Kerema, and also to the difficulty experienced in pushing the road over Cupola Hill, the Kaiapi Council in the past, has seemed to be the Cinderella of the coast. This effect has been heightened by the fact that over the past eighteen months or so, Kaiapi Council has been under the supervision of several different Council Advisers, some of whom have held their advisory capacity with the Council for only two or three months before being moved on. This had led, I believe, to the feeling within the Council area that they are not getting the attention they feel they deserve. However, this situation now seems to be remedied and local government within the Kaiapi area should strengthen from now on.

3. The possibility of including the Kamia peoples under the Kaiapi Council has been discussed and this move seems to be popular on both sides, with the proviso that the tax rate of the Kamia people is not set too high.

4. Local Government Councillors:

The Kaiapi Local Government Council area is divided into eight wards which are represented by a total of fourteen Councillors. All the Councillors seem to be keen to do a good job, but with the exception of possibly four or five who stand out as showing some individualism and initiative, the majority seem quite happy to go along with whatever is proposed. However, there is no doubt that under the leadership of the strong-minded and forward looking men, KOARU FOSE, President, APUPU IRE'E, Vice-President, and NAIME MEARA, past President, and with careful and continued supervision and guidance from the Adviser, this Council should make good headway and have something to show for their term in office.

5. Local Government Elections:

Interest in the Kaiapi Local Government elections was high throughout the Council area. This was shown by the number of nominations received - 29 - to stand for the eighteen positions available. In every case but two (one of the Councillors was re-elected unopposed in one ward), a second count of votes was required. A fairly high percentage of voters in each village showed a preference to fill in their own ballot paper and the idea of preferential voting seems to be slowly penetrating, although it was obvious in many instances that villagers were voting "en bloc" for the candidates as agreed upon between themselves, which would be quite a natural thing to expect.

6. House of Assembly:

The KaiPI area is fairly sophisticated in the field of politics; this is borne out by the general political awareness throughout the area and the interest shown in political broadcasts over the radio. This interest and awareness can probably be put down to:

- (a) the high number of people from the area who are in Port Moresby which would cause considerable "fed-back" to the people in the villages; and
- (b) the continued interest shown in the area by the Member for the House of Assembly, Mr. Tore Lokoloko.

(b) ECONOMIC.

7. General Rural Development:

The main economic factor in the KaiPI area is without doubt, copra. The whole length of the coastal strip from SILO to KOARU, and beyond, is planted with coconut palms - to a depth inland as far as the good land allows before becoming swamp.

However, despite the very large number of palms in the area the production of copra is very low, and only a few copra driers are in use. Sun drying of copra still seems to be favoured in the area.

8. Coffee is also grown quite well in garden blocks inland behind the swamp belt and several families depend largely on the sale of coffee. It would seem that the advice and help given by the Department of Agriculture, Stock and Fisheries in relation to Coffee production has, literally, borne fruit.

9. It could be that the low production of copra mentioned in paragraph 7 above is partly due to the poor situation currently experienced along the KaiPI coast with regard to transport and communication. The present lack of vehicular roads would be a contributing factor in the low level of enthusiasm evident, since the growers find difficulty in getting their produce to a shipping point. The future of LELEFIRU as a shipping point seems doubtful due to the silting up of the MAIPORO river at its mouth. The two remaining possibilities are KEREMA and MALALAU, and it is self-evident that the opening up of the road between KEREMA and the KaiPI coast would bring many advantages, not the least being considerable stimulation to the copra growers of the District. In addition, if a road could be opened up from KOARU to MALALAU by way of the old A.P.C. road, and there seems to me to be no reason why this could not be done, then the avenues open to growers to get their produce to a good shipping point will have doubled. The opening up of such a road would also serve the coffee gardens inland behind KOARU, and also the villages of IBAKODA and TITIKAINI across the MAIPORO River.

10. The Co-operative at KOARU operates a tractor and trailer which it uses to transport produce between KARAMA and LELEFIRU. At the present time the tractor utilizes the firm sands of the beach to travel on, as there is no road connecting these villages, with the exception of a good stretch of road between KOARU and LELEFIRU via KOARU MISSION STATION. In addition, the tractor is restricted to working in the eastern coastal section of the KAIPI area as the mouth of the KARAMA River is too deep and too wide to be forded by vehicle.

11. This point in the planned KAIPI coast road is the site for the KARAMA FERRY. This ferry, which is capable of carrying a tractor and trailer, is still not in operation despite the fact it was brought to KARAMA more than twelve months ago. However, the installation of

the ferry is now under way, dependent on the availability of certain materials. The approach roads on both banks of the river have been prepared and work seems to be progressing very satisfactorily on the road site between KARAMA and ELAVA.

12. Kaipi Local Government Council has purchased a new Ferguson tractor and a trailer but due to the fact that the road from Kerema is not yet through and also due to the seas being rough in the S.E. monsoon season thereby preventing any attempt to land cargo at Karama, the tractor and trailer are still at Kerema. However, the Kaipi Council is nevertheless still obtaining revenue through the hiring out of this equipment for use around Kerema until it can be brought through to Karama.

13. All the wells, tanks and pumps in the area were inspected during the patrol. The wells at KOARU have collapsed and filled up with muddy sand. Very few of those pumps that have been installed are in fact operating, although Mr. Maynard successfully managed to get two working. In many cases the water produced from the wells seemed to be discoloured or had a strange taste about it, although the writer hastens to say that he is not trying to pass on expert opinion on this matter, and these discolourations might not in any way be detrimental to health. Generally speaking, the water situation all along the coast is not all that could be desired.

(c) SOCIAL.

14. Education:

There are a total of seven Primary "T" Schools in the Kaipi Council area, two run by the Education Department, at UAMAI and KARAMA, and the remaining five by the United Church Mission, whose headquarters in this area are between KOARU and LELEFIRU at the Mission station there.

15. The knowledge and usage of English throughout the Kaipi area seems to be fairly extensive and the writer, whose knowledge of Police Motu is at the moment slight, found no difficulty in communicating with the people, either directly or through one of the villagers who spoke English.

16. In contrast to the Kaipi people on the coast, the Kamia people had virtually no knowledge of English and even Police Motu was incomprehensible to them - they seem to be very much restricted to their own brand of Kukukuku language and an interpreter had to be used while in their villages.

17. Health:

As in education, so it is in health that the contrast between the Kaipis and the Kamias is evident. Whereas the Kaipi people seemed to be fit and healthy for the most part, the Kamias showed plenty of evidence of running sores and tubercular coughs. The Kaipi people have considerable advantage over the inland Kamias in that there are three Aid Posts along the Kaipi coast - at SILO No. 1, at IROPI and at PARAKU, and the United Church runs an efficient hospital at KOARU MISSION, whereas the Kamias have no Aid Posts and are five to six hours walk away from medical assistance. The Kamias, who are almost nomadic in that they are away from their villages more often than they are in them as they are hunters and spend most of their time in the bush. They have strong ties with KAJINTIBA and have a tendency to go there rather than to the coast.

18. Law and Order:

Although Mr. Maynard heard many and varied complaints whilst on this patrol they were, for the most part, of a domestic nature - matrimonial disputes, aged parents seeking to have their children brought back into the family from Port Moresby, and arguments about bride-price. There were no cases heard involving crime of a serious nature and this area seems to be generally peaceful and law abiding.

19. Council Services:

At the moment, the only services provided by the Kaipi Council are the three free ferry canoes and the free mail bag service. However, the Council has hopes of obtaining a banking agency and also of being allowed to sell postage stamps.

20. Missions:

There are two Missions in the Kaipi area at present, the most active being the United Church Mission at KOARU. Besides running the Hospital at Koaru, which is supervised by a European Medical Sister, and providing educational services along the coast, as mentioned under "Education", the mission has an ordained Minister at Koaru and pastors and lay-missionaries in each of the villages. The mission also provides staff and medicines for the Aid Post at VAMAI (IROPI).

21. The other mission operating in the area is that of the Jehovah's Witnesses, who are very much restricted to the village of LALAMO (UAMAI). These seem to be a very minority group and were only evident during the Council elections, as they preferred to cast informal votes rather than vote for any of the nominees.

22. Cults and Unrest:

There are no cults evident in the area and the only unrest seems to be of the domestic type mentioned under "Law-Order".

23. Women's Clubs, etc:

The Women's Clubs in the Kaipi Council area seem to have come to a halt as far as any community work is concerned, this being due to there being no longer any Welfare Officers in the District to help them along. However, the members of patrols in the Kaipi area use the Women's Clubs at the various villages as rest-houses and receive good attention from the women in cooking and washing, etc. In return for these welcome services, patrols make voluntary nominal payments to the Women's Clubs. All the Club houses are well constructed having galvanised iron roofs (the only exception being at SILO No. 1, where native materials are used on the roof), and all are clean and well looked after.

A. J. Meikle
(A. J. MEIKLE),
PATROL OFFICER-IN-TRAINING.

(7)

KAIPI COUNCILLORS.

- Ward 1 - OROMU KAVO
2 - IKAROA MOIARI
3 - MAURI KALAKO
MIRO AIA
4 - OAREKA KIOU
*NAIME MEARA - outgoing Council President.
5 - OTIHOU IVORIKA
*APUPU IRE'E - Vice President, second term.
6 - *HARISEA MOERERE
EVERA OARU
7 - MAEARI LOALOA
KERU KIAFE
8 - *KOARU FOSE - new President.
IVARA EREFARE

KOARU FOSE of KOARU village, new Councillor - New President. Aged 48 years. Married. Two wives. Eleven children. Educated at KOARU Mission school to Standard 4. Carried for Australian troops in Wau/Bulldog area during the war. After the war was a storeman for KOARU village Co-operative Society. Went to Rabaul as an observer for the Agricultural Department in 1958. Went to Port Moresby as one of the representatives from the Kaipi area for the Duke of Edinburgh's visit in 1956. He is Secretary of the Coffee Planters' Association for Kaipi area. At present he is employed by the Co-operative as Secretary and is himself a coffee grower. A strong man with progressive ideas, should make a good leader for the Council to move ahead. Speaks English a little - semi literate.

APUPU IRE'E of PARAKU village (KARAMA 1). Vice President of Council for second consecutive term. Has proved himself a forceful person in Council affairs as well as being respected and recognized as a leader within village life.

Has worked as a storeman in Kerema and at present owns a small store in Karama. Apupu is semi literate in English. Married, with five children. Aged, about 50 years.

NAIME MEARA OF POMARA village (UAMAI). Past-President of Kaipi Council and, as such, still holds a strong position, both in Council affairs and in village affairs. Has been a leader for some number of years. Naime is a popular man in the area, and is keen to see the area get on through development. He is extremely co-operative with the Administration.

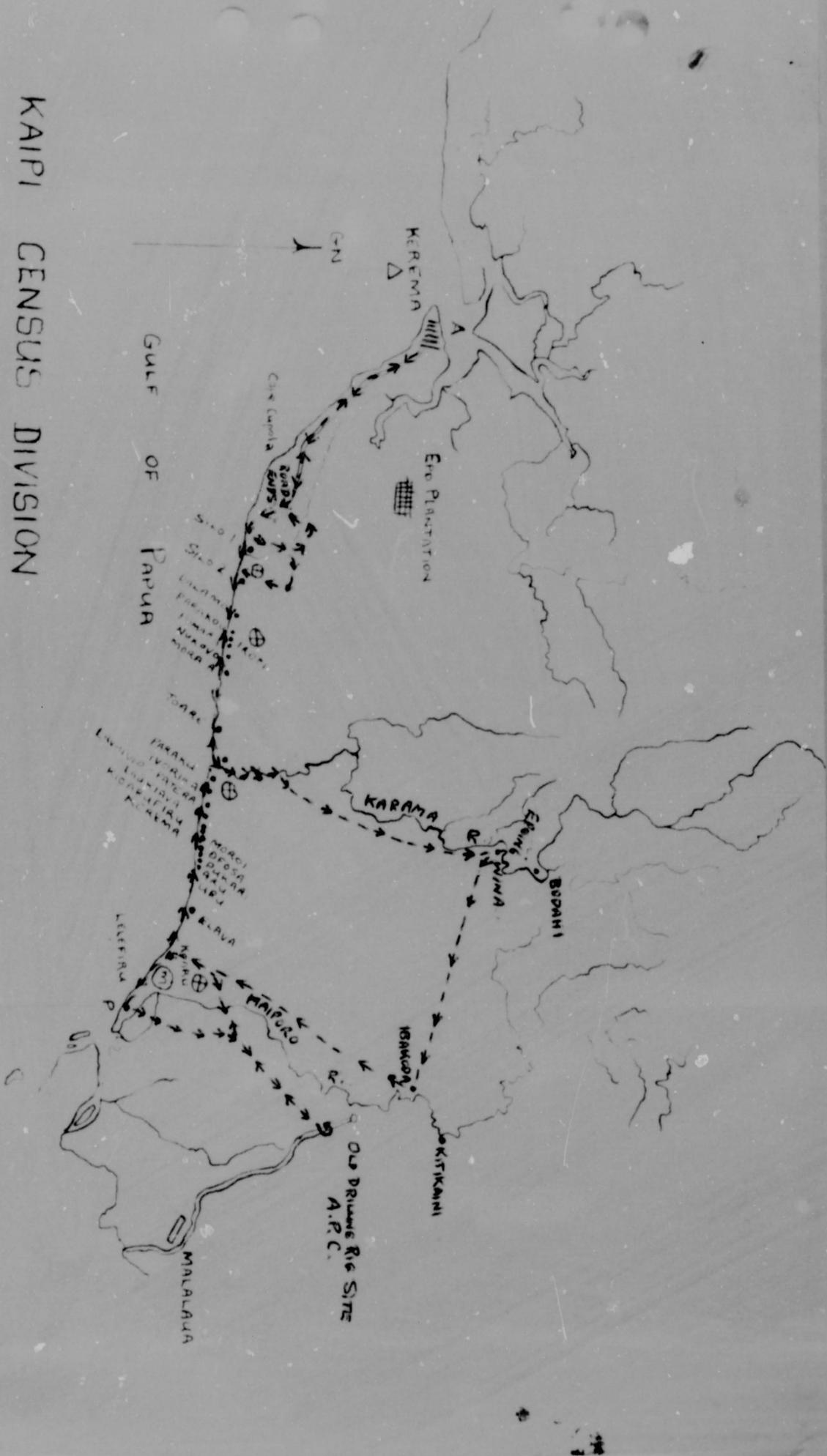
In 1958, he was sent to Lae as an observer at the Territory Local Government Conference. He was the founder of the Co-operative Store in UAMAI. Naime speaks English fairly well. Married, aged about 40 years.

KAIFI CENSUS DIVISION

1 inch = 4 miles.

---> Patrol Route. KEREMA N^o 2-69/70.

- Village Site
- △ Hill
- Mid Post
- Mission Station
- A District Office
- P Private Settlement





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Gulf Report No. Karema No.3 - 1969/70.

Patrol Conducted by Peter Maynard, A.D.O.

Area Patrolled KAIPI Census Division.

Patrol Accompanied by Europeans Mr. A. Mickle, P.O.I.F.
Mr. V. Rattley, C.P.O.

Natives 1 Interpreter.

Duration—From 4./8./1969 to 10./9./1969.

Number of Days 36.

Did Medical Assistant Accompany? No.

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

Medical Unknown/19.

Map Reference Fourmil Series - WAU.

Objects of Patrol 1. Council Elections. 2. Council Meeting. 3. Council office duties and correspondence. 4. Council Works Programme. 5. Karema Ferry. 6. Kouru - Malalaua Road. 7. Recompilation of lost census figures. 8. Routine Administration.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

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Report No.	Kerema No. 3 - 1969/70
Sub District.	Kerema.
District.	Gulf
Area Patrolled.	KAIFI Census Division.
Type of Patrol.	Situation Report.
Patrol Conducted by.	Peter Maynard, A.D.O.
Personnel Accompanying.	Mr. A. Meikle, P.O.I.T. 4/8 - 22/8/69 Mr. V. Rattley, C.P.O. 1/9 - 20/9/69 1 Interpreter.
Duration.	4/8/69 to 22/8/69 26/8/69 to 10/9/69 (Broken period)
Last comprehensive D.D.A. Patrol to the area.	26/5/69 to 14/6/69 Duration 15 days.
Objects of this patrol	As per Patrol Instructions.
Map Reference.	Fourmil Series WAU
Population of area patrolled.	4240

KS 67-2-2

JBQ/jbq

Sub-District Office
KEREMA, Gulf District

15/8/69

Mr. P. Maynard
A.D.O.
Sub-District Office
KEREMA

Dear Mr. Maynard,

PATROL INSTRUCTIONS--KEREMA No.3-69/70

Confirming my previous verbal

instructions to you .

2. Please conduct a patrol of the
Kaipi Census Division , giving your attention to the
following matters :---

- (a) Conduct Kaipi LOC elections --you will be Asst.
Returning Officer .
- (b) Conduct the first meeting of the newly-elected
Councillors and instruct them in their rights
and duties
- (c) Bring all Council books and correspondance up to date
- (d) Bring the long-delayed Council works program up to
date and prepare orders for materials ,where
necessary .
- (e) Put the stranded Karama ferry into the water and
order materials to complete this project
- (f) Check on the feasibility of a road from Koara to
Malalaua and from Wawai to connect with the road
coming down from Cupola Hill .
- (g) Re-compile census figures lost on a previous patrol
- (h) Routine Administration .

3. You will have Mr. A. Meikle ,POIT
with you for part of your patrol . Instruct him in LOC and
general patrol duties .

h.

Yours faithfully,
J. B. Quinn, ADC



TERRITORY OF PAPUA AND NEW GUINEA

*In Reply
Please Quote*

No.

Department of the Administrator,
Division of District
Administration,
KEREMA
Gulf District.

22nd October, 1969.

KEREMA PATROL REPORT No. 3 - 1969/70
KAIPI CENSUS DIVISION

INTRODUCTION

This report covers a period from the 4th August, 1969 to the 10/9/69. Although the patrol continued in the field until the 13th October, 1969 and would still be in the field if not for unforeseen circumstances, Malalaua Sub District officially took over the Administration of the KAIPI Census Division as from the 12th September, 1969. A further report to cover the period 18th September, 1969 to 13th October, 1969 will be submitted from Malalaua during the next week.

DIARY.

Monday 4th August.

Departed Kerema 0730 hours by vehicle with Mr. A. Meikle, P.O.I.T. and Mr. D. Meakoro, Local Government Assistant. To end of Cupola Road. No carriers waiting so necessary gear for Council elections carried by selves and to Silo 1 arriving approximately 1000 hours.

Elections held from 1100 to 1230 hours.

Departed Silo 1 1310 hours to Silo 2 arriving 1340 hours. Only one nomination received, the incumbent Councillor, re-elected unopposed. Inspected water well, pump yet to be installed.

Departed Silo 2 1430 hours to Uamai arriving 1505 hours. Nominations taken for tomorrows election. Overnight at Iropi.

Tuesday 5th August.

Waited for further nominations. Election held (Ward 3) 0900 to 1300 hours. To Pomara after lunch and election held for ward 4 1440 to 1730 hours. Departed for Karama 1800 hours arriving 1930 hours. Overnight.

Wednesday 6th August.

Election held at Parakou for Ward 5 until 1230 hours. To Karama No.2 (Kerema) and election held for Ward 6 until 1600 hours. Overnight at Karama.

Thursday 7th August.

To Karama No.3 (Pukari). Election held for Ward 7. Afternoon to KOARU, election held for Ward 8 until 1630 hours. Returned Karama. Complaints heard until 1930 hours. Overnight at Karama.

Friday 8th August.

Council duties 0800 to 1130 hours when the Council Meeting commenced on the arrival of the District Commissioner Mr. E.S. Bell and D.D.C. Kerema Mr. J.B. Quinn. Meeting adjourned for lunch approx 1330. Mr. Bell and A.D.C. departed for return to Malalaua 1430 hours.

Council Meeting continued 1500 to 1715 hours. Office duties until 1830 hours. Overnight at Karama.

Saturday 9th August.

Office duties 0830 to 1830 hours. Reorganisation of filing system and some attention to correspondence. Executive/ Finance Committee Meeting held between 1145 and 1445 hours. Overnight at Karama.

Sunday 10th August.

Worked in Council Office 0900 hours to 1830 hours reorganising filing system. Overnight at Karama.

Monday 11th August.

Organised Karama People Cutting road approaches on each side of ferry crossing. Ferry and road as far as Council Chambers inspected with Mr. Meikle and discussed.

Office duties attention to correspondence and various matters referred to self by S.L.G.O. Worked from 0800 hours to 1815 hours. Overnight at Karama.

Tuesday 12th August

To Council Office 0900 hours after spending approx 1 hour with Mr. Meikle on further inspection and discussion on the Karama Ferry.

Most of day until 1830 hours spent on checking Council financial matters. Monthly statement not reconciled and referred to S.L.G.O. as Mr. Meikle and self departing for inland Kamia villages in the morning. Notes written to S.L.G.O. and A.D.C. on various matters. Several hours during afternoon spent putting ferry cable across the river and making sketches of items required for the ferry. In the evening discussed water supplies and various other matters with V. President APUPU and Councillors EVERA and STIHOU. Overnight at Karama.

Wednesday 13th August.

Departed Karama 0815. 1 hour by canoe to start of walking track then 3 hours walk to Epoini arriving 1215 hours. Epoini, Wina and Bodahi villages censused 1330 to 1830 hours. Talked with people in the evening until 2100 hours. Overnight at Epoini.

Thursday 14th August.

Departed Epoini 0700 hours to Ibakoda arriving 1300 hours. Track good but would be very unpleasant to walk over after heavy rains as it follows and crosses several small streams and is very low lying. Some good stands of timber observed.

Waited for carriers until 1600 hours. Ibakoda and Titikaini villages censused until 1830 hours. Discussions with the village men held until 2100 hours. Overnight at Ibakoda.

Friday 15th August.

Village books and F.O.J. written up, village inspected and further talks with the people. Departed Ibakoda 1100 hours after despatching two courts to Malalaua with Interpreter Gungadin and Village Constable. Arrived Maiporo coffee gardens 1300 hours Track excellent - no creeks or water courses at all, just level firm ground which would present no problems at all to the construction of a road between these two places. Talked with a group of Koaru people at Maiporo on the land between the Maiporo coffee gardens and the coast, they advised that there was no firm ground between the Maiporo and Karama Rivers through the swamp belt behind the coast. The best section is apparently on the East of the Maiporo River towards Melefiru.

Departed Maiporo 1330 hours. Arrived Koaru Mission 1650 hours. Dinner at the Mission and overnight at Koaru Village.

Saturday 16th August.

Mr. Meikle off to inspect road route through swamp behind Koaru Mission at 0850 hours. Self inspected the 2 Koaru Village wells then to Elava along the proposed vehicular route giving instructions re the road enroute. At Elava inspected bridge and well and further instructions issued. Returned to Koaru and thence to Mission Station where purchases made and dieselene and oil obtained for use on the Karama ferry. These carried back to village arriving approx 1500 hours. Talked on general development with a group of village men until 1530 hours when Mr. Meikle arrived. Discussed route possibilities.

Overnight at Koaru. Census figures for bush villages compiled in afternoon.

Sunday 17th August.

Mr. Meikle off to inspect an alternative road route to Malalaua. Self packed up and departed Koaru 1000 hours to Karama along the inside road route giving instructions to the various Councillors enroute.

At Uru, Aru, Ofosa, Moroi and Karama inspected wells and pumps. Worked on the well and pump at Moroi from 1130 hours to 1500 hours completely dismantling it to remove sand clogged in pipes. Sand was then dug out of the well for about ½ hour as the pipe was still touching the bottom. It was noted that the ground around the well was subsiding, a hole appeared on the surface outside the well liners.

Pump repaired at Kerema. Mr. Meikle arrived approx 1615 hours. Worked on Karama ferry barge until 1845 hours. Overnight.

Monday 18th August.

0800 Hours to the Karama Ferry. Approx 2 hours spent before finally freeing the rusted winch.

Along the road from the ferry to Toari cutting and marking enroute. This road now virtually clear except for a small section near Toari village.

Approximately 1200 hours to the Council Chambers where two Local Courts (Civil Claims) heard until 1800 hours. Overnight.

Tuesday 19th August.

0800 hours to Council Chambers. Correspondence on water supplies, stationery, C.S.B. Agency, Post Office and miscellaneous others. Mr. Meikle packed boxes in the morning then assisted in office work. Many matters discussed with clerk, J.Oira.

1715 hours departed for Uamai 2 arriving 1820 hours. Talked with Councillors Naime and Miro and Ovaleka on road development. Overnight at Parakou.

Wednesday 20th August.

Censused Iropi and Parakou, heard complaints and inspected water supplies. Departed Uamai 1315 hours to Silo 1 via Uamai schools and Lalamo village. Arrived Silo 1 at 1420 hours. Discussed proposed road with villagers and inspected Silo end of 2 surveys from Cupola. Returned to village about 1730 hours. Overnight after discussions.

Thursday 21st August.

0800 hours to 0900 hours discussed road between survey end and Uamai with group of Councillors. Mr. Meikle to inspect bush between where we went yesterday inland from Silo 1 and Uamai school.

0900 hours self to Silo 2. Inspected wells and equipment at Mairava and Ivefiru. Census conducted until 1300 hours. Returned to Silo 1.

Mr. Meikle censused Silo No. 1 while self checked Council Clerks books and signed cheques. Census completed 1615

Thursday 21st August. Contd.

hours. Courts and complaints heard until 1900 hours. Census statistics and packed until 2400 hours. Overnight at Silo 1.

Friday 22nd August, 1969.

Discussed road surveys over Cupola with Silo No. 1 men. Organised guides and departed 0900 to end of survey done by two Papuan Surveyors approx 45 minutes from Silo 1. Proceeded up survey line until 1200 hours then took to the ridge above and followed this to the Cupola-Silo walking track, along the track to the end of the vehicular road arriving approx 1400 hours. Vehicle waiting and to Kerema Sub District Office arriving approx 1430 hours.

Tuesday 26th August,

To Karama by motor bike arriving approx 1600 hours.

2100 to 2230 hours refloated the Karama ferry with S.L.G.O. Mr. A. Johnston. Overnight at Karama.

Wednesday 27th August.

To Koaru to visit Mr. Dufresne from Malalaua to walk up proposed Koaru-Malalaua vehicular road. Discussed road matters with Councillors Ivava and Koaru of the Kaipi Council and Marai of the East Kerema Council.

Afternoon repaired the U.C. battery charger at Koaru Mission Station while waiting for Mr. Dufresne who failed to arrive. Overnight at Koaru Mission.

Thursday 28th August.

To Lelefiru, received note from Mr. Dufresne. Inspected Council goods at Lelefiru.

Walked up route of proposed vehicular road to Malalaua with Councillors Koaru, Ivava and Malai. Approx 6 hours to A.P.C. road, cutting as we went. Arrived vehicular road approx 1600 hours. To Malalaua by P.W.D. tractor. Overnight with A.D.C. Mr. Simmins

Friday 29th August.

Orders for Kaipi L.G.C. typed and sent. Many and varied matters including roads discussed with Mr. Simmins. Self and Mr. Simmins to end of the vehicular road by car then walked south west down an unopened A.P.C. Vehicular road to the Maiporo River - approx 30 minutes. Discussed the possibility of this road being used as part of the Malalaua-Koaru road. Returned to Malalaua. Further office duties and obtaining of various requirements.

Saturday 30th August.

Self to end of the vehicular road with labourers. A track cut almost due south from the end of the road for several hours before emerging on the main walking track between Koaru and Malalaua. This track is unsatisfactory as it would considerably increase the length of a Koaru-Malalaua road by meeting the reopened A.P.C. road too far to the West.

Proceeded down the main walking track to Koaru pacing out approx 2 miles of swamp along this route. Arrived Koaru Mission approx 1600 hours.

Afternoon to Lelefiru but goods per Magila and C.P.O. Ratley not yet arrived. Returned and overnight at Koaru Mission Station.

Sunday 31st August

To Lelefiru in morning and waited for Mr. Ratley to arrive. Mr. Ratley not arrived by 1200 hours so returned to village where a lengthy discussion held with villagers on the proposed Malalaua Road. All very enthusiastic.

Afternoon returned to Koaru Mission and thence to Koaru village where further arrangements made re road. Overnight at Koaru Mission.

1st September, Monday.

Out on road to Malalaua with people of Lelefiru, Koaru and Elava villages, cut approx one mile by 1400 hours. Self to Lelefiru to see if Mr. Ratley had arrived, no sign of him so returned to Koaru Mission.

Mr. Ratley arrived approx 1700 hours so to Lelefiru and collected a load of materials and tools with the Co-op. tractor. These distributed to Koaru Mission, Koaru and Elava villages until approx 1830 hours. Overnight at Koaru Mission.

Tuesday, 2nd September.

Tractor arrived about 0830 - to Lelefiru, balance of materials collected. Goods off loaded at Karama and some water supply and bridge materials loaded from Council Chambers for Koaru Mission, Koaru and Elava villages. Inspected road work and did Council Monthly Financial Return in afternoon.

Wednesday 3rd September

Office duties in the morning to approx 1100 hours. Arrival of D.C. Mr. R. Bell. Inspection of road and Karama ferry and discussion on various matters.

Council meeting commenced 1305 hours to 1730 hours. Mr. Bell departed approx 1500 hours. Office duties 1730 - 1830 hours. Overnight at Karama in company of Mr. Tom Popp, Co-operative Officer visiting from Moveave. Some correspondence drafted in the evening to 2100 hours.

Thursday 4th September.

Executive Finance Committee meeting 1010 to 1335 hours. Office duties 0800 to 1010 and 1335 to 1830 hours. Overnight at Karama. People working on road today.

Friday 5th September.

Office duties in Council House. Some supervision and inspection of road work. C.P.O. Mr. V. Ratley supervising road work with Councillors. Worked 0800 until 1830 hours. Overnight.

Saturday 6th September.

Office duties 1000 hours to 1830 hours. Departure of Mr. Popp on return to Moveave. Mr. Ratley assisted in office. Overnight at Karama.

Sunday 7th September.

Office duties 1200 to 1830 hours. Attempted to repair Malalaua motorbike from 0830 to 1200 hours. Mr. Ratley to Koaru in afternoon and returned. Overnight.

Monday 8th September.

Packed up in morning and discussed road work with village leaders. Departed approx 0930 hours to Uamai arriving 1030. One local Court heard. Along survey by 2 Papuan surveyors until it ended in swamp behind Silo No. 2.

Afternoon talked with several village men on roads and cash cropping. Talks with a group of men for approx 2 hours in the evening. Overnight at Silo No. 2. Extensive talks in evening with Silo men on resettlement and roads. Very well received.

Tuesday 9th September

To Silo 1 and up Silo river by canoe for approx 1 hour Along track to end of survey. Through bush in a westerly direction until about due inland from Uamai then to Uamai along a grassy ridge and through a section of sage swamp to Parakou.

Returned to Silo 2 approx 1700 hours. Overnight.

Wednesday 10th September.

Departed Silo 2 approx 0730 hours to end of Cupola Road arriving approx 0900. Met Mr. H. Dicks and R. Cole both P.W.D. endeavouring to extract bulldozer which had slipped off the road. Borrowed their vehicle and to Kerema arriving approx. 0930 hours.

SITUATION REPORT.

(A) POLITICAL:

Local Government.

1. The 5th General Elections of the KAIFI Local Government Council was conducted in the initial stages of this patrol between the 4th - 7th August.
2. The elections went off well with no untoward incidents occurring. The eight wards in the Council Area were covered in four days without difficulty. A high degree of interest was shown in the elections and virtually all persons eligible and available to vote did so. Jehovah's Witnesses declined to vote or cast informal votes.
3. The people now appear to have a good understanding of the electoral system, crediting the advantages of preferential counting but not fully comprehending the mechanics of it. An estimated 80% approximately of the voters preferred to mark their own papers, many of these however did prefer to mark them under supervision.
4. Block voting is still prominent with extended family and clan groups strongly supporting a candidate favoured by the group.
5. The first meeting of the new Council was held on the 8th August at Karama. It was attended by the full complement of new and old Councillors. Visitors included the District Commissioner, Mr. R.S. Bell, and the Assistant District Commissioner Kerema, Mr. J.B. Quinn.
6. The Council Clerk Mr. Japhet Oira who has the doubtful distinction of having been last in his course at Vunadidir appears to be functioning satisfactorily. Although an Auditor in the last Audit Report recommended his replacement the Council decided to give Mr. Oira a fair trial before taking any replacement action. At the date of the Audit Mr. Oira had only been employed for a matter of weeks and had been wholly without supervision for this period. The trial period seems to have been a good idea as he appears to be attending his duties conscientiously and with reasonable ability.
7. The bulk of materials required for the Council Works Programme have been ordered or are on hand. These include materials for all water supply projects (less some cement), Silo Aid Post and tools for both the water supply projects and road construction. A safe to replace the one broken open by the S.L.G.O. owing to loss of the key has been purchased from the recently liquidated Kerema Bay Native Society. This safe is at present at Lelefiru awaiting trans-shipment by co-operative tractor to Karama.

Local Government Councillors.

8. Fourteen Councillors represent the eight wards of the Council Area. Of the last Council only six Councillors were re-elected. Although this seems to be a high failure rate it does not reflect on the popularity of the Council as many of the elections were closely contested.
9. Perhaps the main reason for so many of the last term's Councillors being rejected in this election is that the area was suffering from a rapid turnover of Council Advisors over the past year, none of whom really found

the r feet in the area, this resulted in a definite lack of results over the period. To the people this would have reflected on their representatives in the Council.

10. The present group of Councillors have displayed considerable influence over the first two months of their term but this now appears to be on the decline. Prosecutions under the Tax and Hygiene and Sanitation rules during the next patrol to the area should do a lot towards reinstating their influence.

House of Assembly.

11. The member of House of Assembly for the area, Mr. Tore Lokoloko visits the area periodically and is particularly popular with the Kaipi People who continue to voice their support for him.

(B) ECONOMIC:

General Rural Development.

12. Karama Ferry: The Karama River ferry was put into the water on the 26th August and the cable connected to coconut palms at both ends to act as temporary anchors so the ferry can be used between now and the time it is properly installed by P.W.D. It was found that the winch drum turned at a rate of approximately 1" per complete revolution of the handle, a rate which would have involved over 3 hours of winding for a one way trip across the river. This being out of the question the cable was removed from the drum and it was intended to pull the barge along the cable by hand until it could be motorised. A senior P.W.D. officer recently advised that the winch has different gears which can be engaged by sliding axles and cogs to different positions, this had not been perceived by the writer who will go into it further on his next visit to Karama and endeavour to get the barge operating by means of the winch.

13. Temporary approaches of coconut logs and stone were constructed to the ferry on both banks under the capable supervision of Mr. V. Rattley C.P.O. These appear to be standing up well to floods and tides and should suffice until P.W.D. install the permanent concrete ramps possibly during this financial year.

14. Items ordered for the ferry nearly two months ago have not yet eventuated. These were 70ft of ½" cable for raising and lowering the barge ramps, pins for cable runners for the main cable, pins for the ramp hinges. These items were ordered through the A.D.C. Karama who has advised that the orders were passed on to P.W.D. Kerema. The author intends making temporary hinge pins of 1" or 1½" water pipe and visiting Karama in the near future to set the ferry in operation. This will then enable the co-operative tractor based at Koaru to ply as far as the Uamai group of villages.

15. Karama-Malalaua Road:

During the patrol a feasible road route between Koaru and Malalaua was located. Work has commenced and is progressing well (see attached plan). 5.1 miles of road from Koaru North-East towards Malalaua has been surveyed and cut. Approximately 2½ miles remain to be surveyed to the end of 7½ miles of currently vehicular road from

Malalaua. Six miles of this vehicular road are re-opened A.P.C. road. The other 1½ miles is vehicular bush track cleared over the past three months by labourers employed by a Malalaua businessman, Mr. Semese Ivaraoa, working in conjunction with Administration rural development labour.

16. The people are co-operating well on the road but unfortunately require an undue amount of organization which is not always possible to give. They are particularly enthusiastic over the idea of the road going through their area particularly as it is going to open up miles of new land between the coast and Malalaua to cash cropping.

17. The section of road between Karama and Koaru which has always existed as a walking track has now been improved to vehicular standard. The bridge at Elava village has been completed and approximately one mile of new road linking the bridge with the end of the walking track from Karama where it went onto the beach is now under construction.

18. One creek approximately ½ a mile East of Karama remains to be forded. This creek never really floods and is always fordable by tractor. Although there is no pressing need at present it will eventually be desirable to bridge it.

19. Karama-Kerema:

The bridges at Uamai which were to be completed a year ago are now nearing completion. One further bridge will be necessary over a small creek between Uamai 2 and 3 villages to enable the co-operative tractor to get to the Silo villages. Every village in the Census Division will then be accessible by vehicle from Lelefiru with the exception of Silo 1 where the tractor will be able to get as far as the Silo River within 200 yards of the village.

20. On the 8th and 9th of September (see Diary) the country between Uamai and the base of Cupola Hill was examined with the object in view of locating a more suitable route between Uamai and Kerema than through the swamp behind the Silo villages. A route was followed from the end of the existing survey at the Silo River generally Eastwards along a ridge running parallel with the coast to a point North of Uamai then South along another ridge through a section of sago swamp and grassland to Uamai. This route appeared to have greater potential than the route closer to the coast for three main reasons:-

- (1) Although no measurements were taken, there appeared to be less swamp to traverse.
- (2) One bridge less to be constructed.
- (3) The road between the bottom of Mt. Cupola and the turn South to Uamai could be continued on to the East at a later date to join the end of the old A.P.C. road from Malalaua.

21. Thus forming a future direct Kerema-Malalaua main road. About 15 miles of comparatively good country would

remain to be traversed to join up these two points.

Development Department Activities:

22. A recent D.A.S.F. census of coconut palms revealed that there are approximately 75,000 coconut palms in the Kaipri Census Division as opposed to 28,000 the figure supplied by D.A.S.F. and used in Kerema Patrol Report No. 11 of 1968/69. This figure would cause the potential income from copra for the area as shown in that report to more than double and would increase by more than 33% the average per capita income figure also supplied in that report.

23. Shipping at Lelefiru remains a problem with Steamships Trading Company 'K' boats quite rightly refusing to negotiate the dangerous sand bars into the anchorage when seas are rough. Another break down in the system was observed during the patrol with regard to the shipment of D.A.S.F. coffee. Returning to Lelefiru one evening by canoe the Captain of a 'K' boat in the anchorage showed the context of a letter from D.A.S.F. requesting the uplifting of 40 bags of coffee from Lelefiru. The boat has been there since early afternoon and the Captain had made enquiries but no coffee had come to light. The writer on arrival at Koaru immediately advised the person responsible for the coffee shipment that a boat was there and waiting and that he should immediately arrange for the hire of the co-operative tractor early the following morning to take the coffee to the anchorage. About 9 a.m. the next morning the writer observed the tractor load and leave for Lelefiru. The 'K' boat had long since departed and the trip including tractor hire was abortive, solely due to the disinterest of the person responsible for shipment. Agricultural Officer, Mr. G. Gorogo, was advised of this when he visited the area shortly after. The usual problem arises though of finding someone in the village who will take more interest in the job than the previous one.

(C) SOCIAL.

Health:

24. The general health picture in the area over the period of this patrol was good. The three Council Aid Posts continue to function inefficiently though not ineffectually, providing essential basic first aid to the area.

25. The United Church hospital at Koaru under Sister L. Holden continues to provide an invaluable service to the area.

26. Since the completion of this patrol and centred around early October the Territory wide flu epidemic made itself felt. The majority of the adult population appeared

to contract the flu but the writer has heard of no deaths directly attributed to the epidemic. Judging from the severity of the illness observed it would cause no surprise to hear that isolated deaths did occur.

Law and Order:

27. No courts were heard during the patrol and very little mediation was entered into. Owing to the pressure of work most complaints brought before the patrol were deferred until the next visit. It was planned to spend several days in each village over the next two months hearing courts and attending village matters in conjunction with the carrying out of the Council Works Programme. Now owing to other matters arising these plans have had to be put back one month.

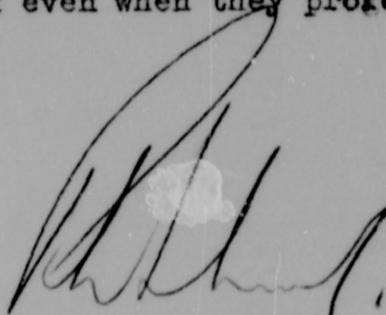
(D) MISCELLANEOUS:

Census.

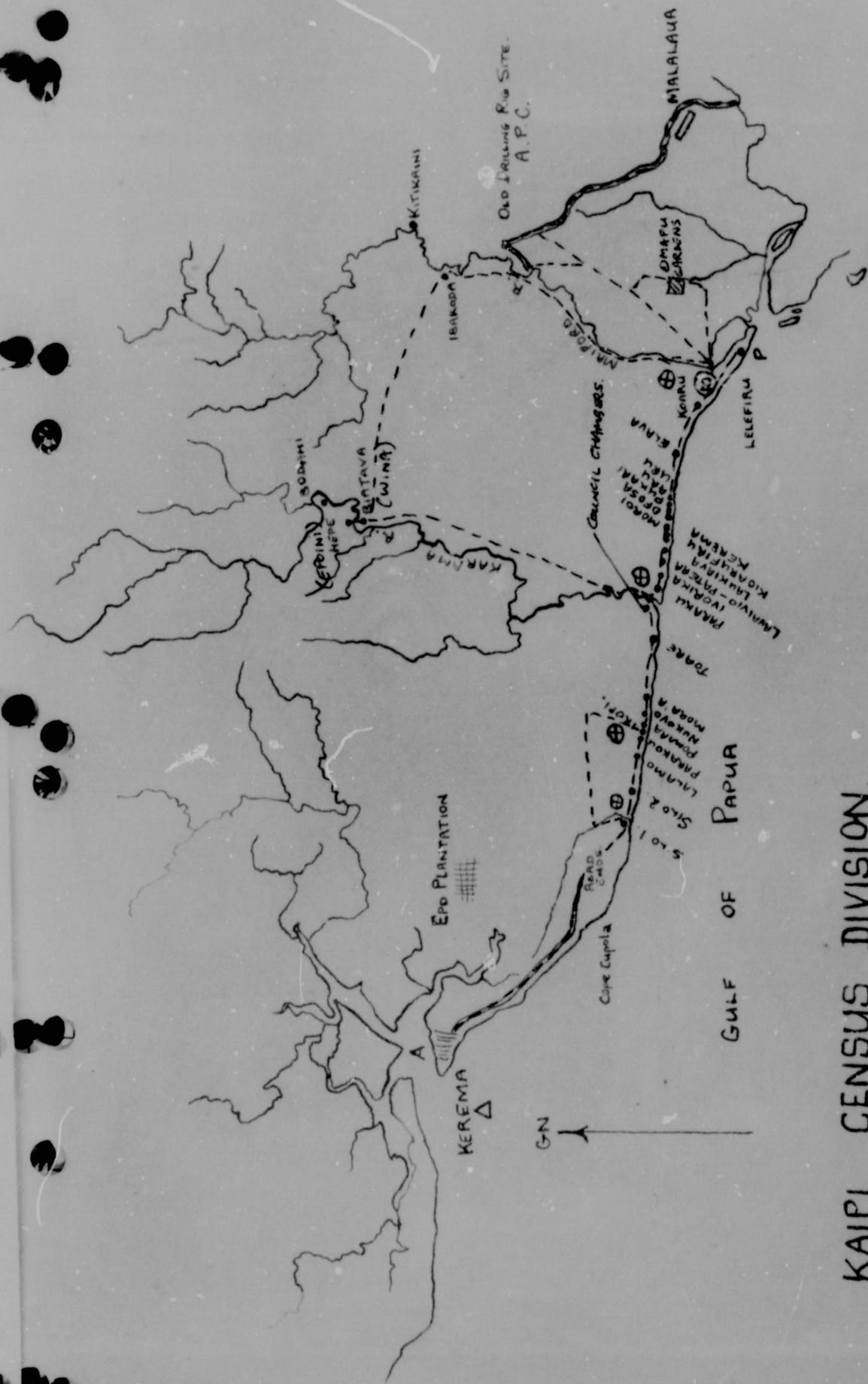
28. The census for those villages for which the figures were lost when an Administration dinghy overturned on a previous patrol were re-compiled ^{during this patrol} and submitted by P.O., Mr. Meikle, with his Kerema Patrol Report No. 2-1969/70.

Conclusion.

29. Considerable progress has been made in the Kaiapi Division during this period of patrol both in Council Administration and rural development. The Kaiapi people unfortunately continue to need constant organisation and supervision to keep them to a task even when they profess enthusiasm.



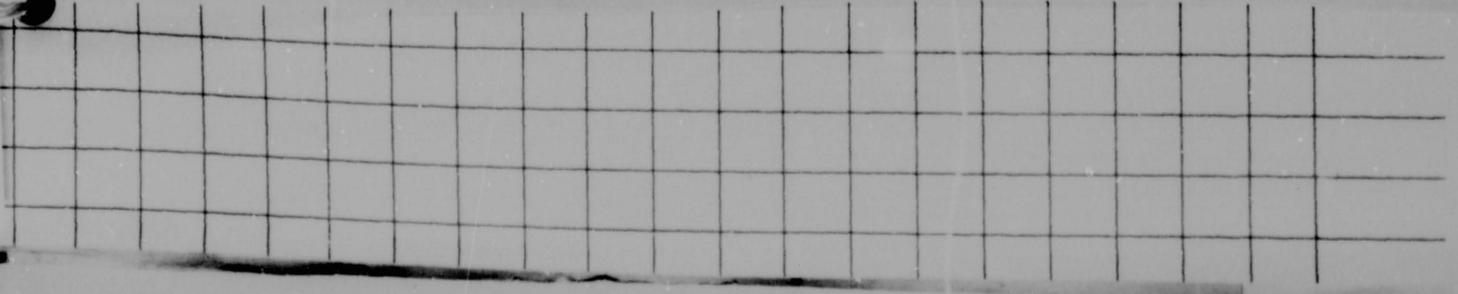
(PETER MAYNARD)
Assistant District Officer.



KAIPI CENSUS DIVISION

1 INCH = 4 MILES.
 --- PATROL ROUTE.

- VEHICULAR ROAD
- Δ SUB-DISTRICT H.Q.
- ⊕ AID POSTS.
- ⊗ MISSION STATION
- A ADMINISTRATION SHIPPING POINT
- P PRIVATE SHIPPING POINT.





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Gulf Report No. Korema - 4/1260-1270
 Patrol Conducted by J. Mundell, Assistant District Officer.
 Area Patrolled Portion of the Katerope Census Division.
 Patrol Accompanied by Europeans Mr. Assistant Patrol Officer C.A. Overland.
 Natives 1 Constable, 1 Interpreter.

Duration—From 1/2/1960 to 10/2/1960
 Number of Days Ten

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 11/9/1960
 Medical/...../19.....

Map Reference 1411inch of Korea, F. 1111 of New

Objects of Patrol Assist with road survey. As advice relevant to the
that a Prospecting Authority, in which their area was included,
has been applied for and the legal implications thereof.

Director of District Administration,
 PORT MORESBY.

Forwarded, please.

/ / 19
 District Commissioner

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

*Indulged
 2/10/60*

~~ADH67-27~~
67.2.6

B

67-2-58/1510.

KEREMA, GULF DISTRICT.



20th October, 1969.

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

KEREMA PATROL REPORT No. 4-1969/70.

Attached hereto copy of memorandum 67-2-7 of the
19th October, 1969, from the Secretary, Department of the
Administrator, Konedobu.

Please instruct Mr. Mundell that he should endeavour
to give his observations more depth.

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

Att.

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

A.D.C., Kerema, comments herewith.

7
31/10

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

12
KS 67-2-2

Sub-District Office
KEREMA, Gulf District
25/9/69

The District Commissioner
Gulf District
KEREMA

COMMENTS -- KEREMA PATROL REPORT No.4-69/70

Please find attached three (3)
copies of the above Patrol Report , submitted by Mr. J.
Mundell , ADO.

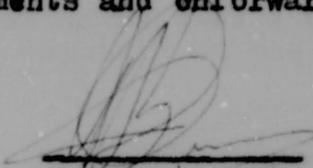
2. Comments I wish to make are :-
Patrol Diary : It is unfortunate that Mr. Mundell ran into
difficulties with carriers. He was only able to move into the
area by using a road-cutting team from Murua. The nomadic
nature of these lower Kaberope people makes the life of the
patrolling officer that much more difficult .

Introduction : Father Michelod's party is due to complete
their patrol this week . As a result of their work , there will
be a pegged vehicular route from Kaintiba to Murua ; this route
can be eventually carried through to Kerema .

Situation Report : As you are aware , Mr. Mundell is to depart
today for a thorough patrol of the entire lower Kaberope area.
This patrol will take about 5 weeks and will incorporate a
complete Area Study . In view of this , I have no comments on
the Situation Report .

Report on Patrol Personnel Comments on the Police Constable
have been advised to the OIC ,Police Station , Kerema.

3. For your comments and onforwarding,
please .


(J.B. Quinn, ADC)

11

67-2-3

Division of District Administrative

The District Commissioner,
Gulf District,
KEREMA

10th October, 1969.

PATROL KEREMA NO. 4/69-70

Your reference is 67-2-8/1410 of 1st October, 1969.

I acknowledge with thanks receipt of Special Report by Mr. J. Mundell, Assistant District Officer, to part Kaberope Census Division.

The pegging of the Kaberope-Murua road route has been a difficult task. Reverend Father Michelod and his assistants should be commended for their efforts.

The need for increased patrolling throughout the Kaberope is clearly evident. I note your detailed comments on this subject.

There were no comments from the Assistant District Commissioner, Kerema. Could a copy be forwarded, please.

Mr. Mundell's report is quite informative, but it does lack depth. His patrol appears to have been somewhat rushed.

(T.W. ELLIS)

SecretaryDepartment of the Administrator

c.c: Mr. J. Mundell,
Sub-District Office,
KEREMA. Gulf District.

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

67-2-58/1410.

KEREMA, GULF DISTRICT

67. 2. 8. (10)



1st October, 1969.

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

KEREMA PATROL REPORT No. 4-1969/70.

Thank you for the abovementioned report which was received on the 29th September, 1969.

The Administration and the Kaberope people are indeed indebted to the Reverend Father Michelod for his meticulous work on the grading and pegging of the Kaberope/Murua road.

Mr. Mundell is being naive if he expects these people to be politically aware at this stage of their contact. It is only now that consolidation of Administration influence is being undertaken. Constant patrolling is now necessary, and officers are to be instructed to remain in each village for a sufficient length of time to supervise such work as construction of walking tracks, rest houses and Police barracks, cemeteries, etc. A "Stop over" of two or three days in each village is necessary if good contact with these nomadic people is to be made and maintained. It is not sufficient to visit the villages and merely give orders. Firm guidance must be exercised.

I concur that pit sawing would be of value and several will be purchased and supplied to the villagers. These will be bought from our District road funds.

The Department of Agriculture, Stock and Fisheries is short staffed, but application will be made for an issue of vegetable seeds sufficient to supply the area patrolled. Mr. Mundell's suggestion will be passed on to the District Rural Development officer for his information. It is essential that the gardens to be used by labourers working on the road be planted as a matter of urgency. I cannot stress the importance for this food supply and the gardens are to be of an area sufficient for the work force for a period of twelve months.

Your previous suggestion that village officials attend a school at Kerema has much merit, and you are to arrange the course as soon as possible.

Conducted tours of Murua Agricultural Station, Kerema "T" School and the High School and Hospital are also to be arranged.

The District Health Officer will be asked to arrange a medical patrol programme for the Kaberope.

A reasonable report, but in view of Mr. Mundell's experience, it lacks any penetrating observations. His writing gives the impression he is adversely affected by the people's attitude.

His spelling leaves much to be desired.

Camping claim was not enclosed.

R.S. Bell
(R.S. BELL), DISTRICT COMMISSIONER

The Secretary, Department of the Administration, Konedobu.
For your information and comment, please.
R.S. Bell
(R.S. BELL), DISTRICT COMMISSIONER.

KS 67-2-2

JBQ/jbq

Sub-District Office
KEREMA Gulf District
27/8/69

Mr. J. Mundell
ADO
Sub-District Office
KEREMA

Dear Mr. Mundell ,

PATROL INSTRUCTIONS--Kerema No.4-69/70

Please be prepared to depart on patrol to the bottom part of the Kaberope Census Division .

2. As already discussed ,you are to meet with Father Michelot of the Catholic Mission in the general vicinity of Ivana village .Fr. Michelot has been surveying a road down from the Kaintiba area with Mr. Duggan ,ADC Kikori ; Mr. Duggan has had to return to his own Sub-District .

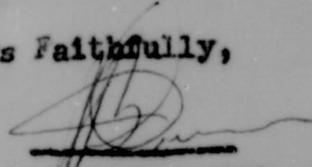
3. Please work with Fr. Michelot on this road survey .

4. You will have with you a new Cadet Officer , Mr. C. Overland .This will be his first patrol and I want you to instruct and train him in the general techniques of patrol management and road survey.

5. You will also have an A.510 radio ; do not hesitate to contact Kerema if necessary .

6. I understand that this particular area is quite difficult , so I will wish you luck in your patrol .

Yours Faithfully,


(J.B. Quinn, ADC)

TERRITORY OF PAPUA AND NEW GUINEA.

7

KEREMA PATROL NO. 4-69/70.

REPORT NUMBER : Kerema Number 4 of 1969-1970

SUB-DISTRICT : Kerema

DISTRICT : Gulf

COUNCIL/NON COUNCIL AREA : Non Council area

PATROL CONDUCTED BY : J.Mundell, Assistant District Officer

DESIGNATION : As above

AREA PATROLLED : Portion of the Kaberope Census Division

PERSONNEL ACCOMPANYING : Mr C.A.Overland, Assistant Patrol Off.
Interpreter Tangi of Kainteba
No.2405 Constable Gaima

DURATION OF PATROL : 1-9-69 to 10-9-69. Ten days

DATE AND DURATION OF LAST PATROL : 12-8-68 to 11-9-68
25 Days

OBJECTS OF PATROL : Assist with road survey.
Advise relevant villages that a prospecting
authority, in which their area is included,
has been applied for and the legal
implications thereof.

TOTAL POPULATION : 1705

MAP REFERENCE : Milinch of Kerema. Fourmil of Wau.

VILLAGE POPULATION REGISTER : Not enclosed

.....

PATROL DIARY.

7

Monday
1-9-69

Final preparation for the patrol to the Kaberope area to assist Father Michellod of the Catholic Mission in pegging the Kainteba/Murus road. Left Kerema at 9-15 am in dinghy and outboard. Arrived Mamuro at 10-15 and was met by Mr Assistant Patrol Officer Overland who had been sent ahead to arrange carriers from Murua. Only 17 carriers available so forced to leave much of our personal food behind as well as most of the rice. Departed Mamuro at noon and immediately climbed several small hills above the village. Two carriers had found the going too rough after the first hour and had to be relieved of their loads. Continued along fairly good track and bypassed Iawangeni to the West at 3-15pm. Due to the inability of the carriers was forced to make camp at 4-00 pm. Did so in pouring rain. Issued food. Camped.

Tuesday
2-9-69

Interpreter sent to Iawangeni at 5-45 am in an attempt to replace some of our ailing carriers. He returned at 7-00 to report that the village is deserted except for the Village Constable. Broke camp at 8-33 am and immediately descended to the Titimaua Creek. Crossed same and climbed small spur. Rested at 1-00 pm to await carriers. By 3-00 pm there was still no sight of them so began to retrace steps. Met the first man at 3-20 who reported that the others are still at least 30 minutes behind. Prepared camp whilst the line struggled in the last one arriving at 4-45 pm. Issued food. Camped.

Wednesday
3-9-69

Mr Overland left to get the best out of the carriers that he can whilst the interpreter and self set out at 7-45 am in an effort to make Father Michellod's camp and send some of his men back to assist our cripples. Crossed small creek then climbed to the top of a small range. Followed a ridge along until met the Village Constable from Ivana with three men. Sent them back to assist our carriers. Carried on up and down along the top of the range and met three men with a message from Father Michellod for us to remain at Ivana and he would join us tomorrow. Also sent these three back to assist with the gear. Carried on and arrived at Ivana village at 12-15 pm. Mr Overland with the stronger carriers arrived at 1-20 pm. Set up camp near several old houses. Last of the carriers arrived at 3-30 pm. Issued food and had discussions with the Village Constable on matters in general and road work in particular. Camped at Ivana.

Thursday
4-9-69

Sent message off to Father in the early morning. Also sent message to the Wamde people to come over and help us with the pegging of the road. Father Michellod arrived at 8-45 am. Talked with him for a while and then set off at 9-50 to examine a route which may be suitable for a vehicular road. Re-traced our steps of yesterday for an hour and ten minutes and then returned to camp while Father went further on to check the actual gradients. Made lunch at 1-20 and Father Michellod arrived at 2-30 after walking along a second track which will not be suitable for a road. Spoke with him until he

returned to his camp at 3-35 pm. Purchases some food from several Ivana people who are starting to dribble in. The Wamde Village Constable reported in to advise that all his people are scattered in the bush. Advised him to go back and round up 20 men to return to Mamuro and pick up the cargo which we were forced to leave behind. He agreed to do so. Issued food. Camped Ivana.

Friday
5-9-69

Awaiting word of Father Michellod's movements. His carriers started arriving at 10-00 am shortly followed by Mr Tom O'Reilly, a Lay Missionary from Kanabea who is assisting with the work. Left him to prepare camp whilst Mr Overland and myself went to join Father in pegging. Found him at 10-55 and continued pegging up - down and around until 4-30 pm. Returned to camp and spoke with Mission personnel. Issued food. Camped Ivana.

Saturday
6-9-69

A lost day. Mist obscured the gap on which a reading must be taken in order to calculate future gradients. In addition heavy rain fell all day and prevented pegging on the other sections. Talked with Father Michellod and Mr O'Reilly and held general discussions with the local people. Issued food and camped Ivana.

Sunday
7-9-69

Father Michellod and Mr O'Reilly to Weia, some two hours walk South East of Ivana, to set up an advance camp. Self and Mr O'Reilly continued pegging towards our present campsite at Ivana. Had to go back on our tracks and alter gradients due to large outcrops of stone. Reached a position just below the camp at 3-00 pm. Continued on until 5-00 pm. Issued food. Camped at Ivana.

Monday
8-9-69

Continued pegging below the camp from early morning. Had to re-trace for 50 yards due to too steep an angle. Reached camp at 12-00 noon on an 8% incline. Went down the opposite side of the spur on a 2% decline. Avoided several large landslide area and finished up at 5-20 pm. Issued food. Camped Ivana.

Tuesday
9-9-69

Commenced pegging at 7-30 am. Met solid rock face and had to re-trace steps at an 8% incline. Walked up to see Father Michellod to advise him to come down at 8% to join the line. Met him on the way and returned to our camp. Discussions with him on the food situation. He suggested that I go down to Kerema to arrange further food and construct more clinometers. Moved my camp up to Weia, leaving Mr O'Reilly to carry on at Ivana. Camped at Weia.

Wednesday
10-9-69

Departed Weia at 7-20 am for Mamuro accompanied by two carriers and the Interpreter. Reached our second campsite on the trip up after only two hours. Met the carriers bringing the rest of our gear at 11-10 am. It had taken them one week to get to Mamuro and make several miles of the return trip. Appropriated A510 radio only to discover that I had left the 4440 crystal at Kerema. Continued on to Mamuro arriving at 2-50 pm. Left Mamuro at 3-20 pm after persuading a most reluctant gentleman to loan us his canoe and an even more reluctant gentleman to do the padding. Reached Kerema at 10-30 pm.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 4-69/70.

PATROL REPORT.

Introduction.

This patrol was of a special nature, mounted in keeping with the accelerated program of rural development now taking place in the Sub-District. The main object was to meet up with Father Alex Michellod of the Catholic Mission and assist him with pegging the final stages of the Kainteba to Murus road. Mr Assistant Patrol Officer Overland accompanied for training purposes and this was his first trip into the field.

Father Michellod commenced his survey roughly from the border of the Kaberope Census Division. That portion of the area controlled from Kainteba Patrol Post was previously pegged by Father Besson of the Catholic Mission at Bema. In the initial stages Mr Assistant District Commissioner Duggan from Kikori and Mr Patrol Officer Didlick were assisting the Father, but both had to leave because of commitments in their own areas. However just prior to our arrival he was joined by Mr Tom O'Reilly, a Lay Missionary from Kanabea (Bema) who will stay until the job is complete.

At the time of writing this report it is anticipated that the survey will be completed by the end of next week (26th. of September.) at the latest. The last range before Kerema is being negotiated at present and after that it is reasonably flat country down to Murua. This will mean a total of 14 weeks solid bush work put in by Father Michellod which has cost the Administration only one airdrop.

The country traversed is extremely rugged and where ever possible the contours of the ranges and hills has been followed. This is a somewhat tedious process and makes for a long winding road but it also means that there is no section where the incline or decline exceeds 8%. Average gradients are between 2% and 5%, with the few exceptions when large rock faces were encountered and short stretches of 8% were necessary. The whole distance had been pegged every 10 or 15 feet depending on nature of the terrain.

.....
SITUATION REPORT.

Political.

The Kaberope Census Division is not under the control of a Local Government Council. It is an extremely primitive area and most patrols over the last few years have been of a punitive nature.

Members of the House of Assembly do not visit the area because of the scattered and semi nomad population and because the only method of covering the area is on foot. Although the area was covered during the General Elections it is doubtful if the people had any idea at all of what was going on. Any political education comes from infrequent patrols to the area and one or two radio receivers issued by the Administration Broadcasting Station at Kerema. The use of these sets is not general and is usually confined to the custodian and his immediate family.

In general these people have little idea of what is going on outside their immediate sphere of influence and do not seem to care. Of the people seen only one had worked outside the District and seem to have noticed nothing but the number of vehicle and shops in Port Moresby. Others visit Kerema for short periods but appear to have no desire to repeat the visits, nor do they seem to gain much from them. I can see little change in the

status quo whilst their only contact is the occasional patrol which usually removes one or more of their number for a variety of offences. In addition the Departments of Agriculture and Health are conspicuous by their absence, due most probably to an acute shortage of staff and the relatively high cost of mounting a patrol to the area.

Economic.

There no economic development to speak of in the Kaberope. Agriculture are not promoting the growth of any particular cash crop, and except for one exploratory visit in 1965 have not visited the area at all.

To the unpracticed eye it is apparent that English vegetables would enjoy some measure of success, and I am sure that Kerema alone could consume the total production for some years to come. This of course is not the final answer, but it would at least provide a small cash income until a firm policy for economic development is established.

The attitude of the people to Rural Development is somewhat more encouraging than around the Kerema Bay area. It is not difficult to get the people to work, as was found out when surveying the road. It is however, difficult to get them to make a prolonged effort. At the slightest hint of rain or on a particularly warm day they have the habit of fading quietly into the bush never to return. Contrary to elsewhere in the District the Kaberope people seem quite content to work without pay. During the patrol each group of people were asked to cut the survey line through their clan land which they did willingly; less willingly they cleared the land whose owners were absent.

Preparation for the actual construction of the road should now be under way in the areas first surveyed. Requests were made to the people that they should prepare and plant large gardens along the route of the survey to sustain the work force that will eventually cut the road. It is not anticipated that these gardens alone will fully support the work force, but they should provide a greater part of their diet during the initial stages. The gardens should be ready four months after planting and there is no apparent reason why work should not commence then.

From observations I would suggest that a pitsawing industry in the Kaberope may prove another means by which these people may be provided with a small cash income. There are many trees of good millable size along the route of the proposed road which will have to be cut and if these could be sawn into say bridge decking and sold to the Administration for the many bridges which will be needed it would help considerably.

There is no non-indigenous development at present as there are no adequate lines of communication. The advent of the road may put things in a different light, though this will not be for some considerable time. Timber would be one of the main industries likely to attract outside attention.

Social.

There are no schools in the Kaberope, nor are there likely to be whilst the people are still semi nomadic. Likewise Public Health does not maintain any Aid Posts in the area.

The few people seen on this patrol were generally healthy. Minor sores and cuts were much in evidence, but nothing of a serious nature was encountered. The ~~extended~~ distended stomachs, associated with those whose diet consists mainly of starch, is also a feature of the Kaberope.

What Law and Order there is is preserved and extended by the Village Constables and unofficial Councillors. These are not impressive men and on the whole seem to be afraid to exert

3

Their authority. This is not surprising in an egalitarian society where one man is as good as the next and considering that the Administration support is limited to the occasional patrol. Continued and regular contact, one hopes, will gradually overcome this state of affairs. Only three Village Constables were seen during the patrol, those from Ivana, Bauya and Merapo. Of these the man from Merapo seems to be the only one who is using his position to any purpose. He is encouraging his people to gradually abandon their nomadic life and settle down in the villages. He is also attempting (unfortunately with little success) to improve the hygiene and sanitation in village areas. There were no breaches of law and order reported and thus no court cases were heard.

The Administration does not provide any services in the area, nor does any Local Government Council or Mission. The area is also free of cults and unrest at present.

Miscellaneous.

One of the objects of the patrol was to advise the peoples of Punga and Mamuro villages that a Prospecting Authority and a Permit to Enter had been applied for by a Mr Sandell Jones and that the area included their villages. It was intended to advise them of their responsibilities to any prospectors entering the area and their right to compensation for any damage caused to property. Relevant Lands Department and District Administration circulars were taken along for this purpose.

On arrival at Mamuro the village was found to be completely deserted. The inhabitants were either in the bush or working within the District. On our arrival at Punga, the same day, it was discovered that the place had been abandoned roughly one year ago. As regards Mamuro, a special trip can be made from this office when there is evidence that all or at least some of the people have returned. In addition the Local Government Councillor can be advised at the next meeting of the Council. Regarding Punga; the people are scattered through the bush and I hope to contact them during my forthcoming patrol of the Kaberope/Swanson/Lohiki areas.

As previously stated Mr Assistant Patrol Officer C.A. Overland joined the patrol for training purposes. At the time of writing this report he is still in the field assisting the Catholic Mission team in pegging the final stretch of the Ainteba/Murua road.

During the ten days I spent with him Mr Overland he was instructed in all techniques of patrol management including the assembly and operation of the A510 transceiver. He was also instructed in the use of the clinometer, altimeter and compass as used in road survey work. Mr Overland proved himself a quick learner and is both enthusiastic and keen. With further training I can see no reason why he should not become a competent Field Officer of this Department.

J. Mundell

(J. Mundell.)

Assistant District Officer.

(2)

KEREMA PATROL NO. 4-69/70

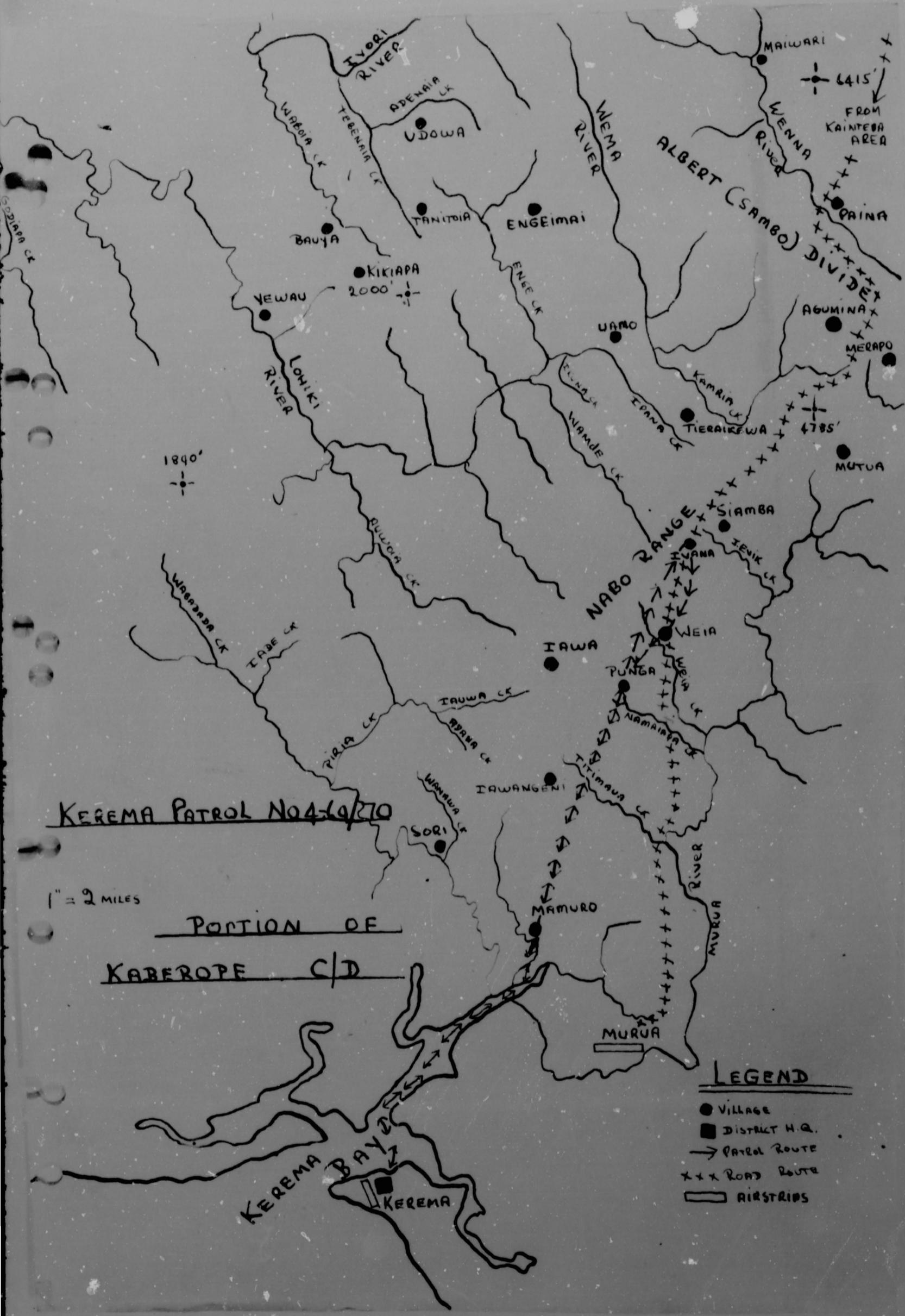
REPORT ON PATROL PERSONNEL.

Reg.No.2405 Constable/Bugler Gaiwina. A young man who revels in bush work. Alert, courteous and worked well at all times.

Interpreter Tangi.

On loan from Kainteba. Is not from this area and is a little frightened of the locals. Never the less a cheerful soul and always did his best.

.....



KEREMA PATROL NO 4-10/70

1" = 2 MILES

PORTION OF
KABEROPE C/D

LEGEND

- VILLAGE
- DISTRICT H.Q.
- PATROL ROUTE
- xxx ROAD ROUTE
- ▭ AIRSTRIPS

ORIGINAL



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... Report No..... 5

Patrol Conducted by.....

Area Patrolled.....

Patrol Accompanied by Europeans..... Alex. Mitchell

Natives.....

Duration—From...../...../19..... to...../...../19.....

Number of Days.....

Did Medical Assistant Accompany?.....

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

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

Map Reference.....

Objects of Patrol.....

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

*R/O
K2010*

67-2-59/1630.

JAJ/KAM.



KEREMA, GULF DISTRICT.

7th November, 1969.

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

KEREMA PATROL REPORT No. 5-1969/70.

Thank you for the abovementioned report.

As this report basically covers the same matters as contained in Kerema Patrol Report No. 4-1969/70, you should refer to my 67-2-58/1410 of 1st October, 1969, for general comments.

It is surprising that after approximately three months' work in surveying this road, by various officers, no comment has been made as to the attitudes and thoughts of the people whose future lives could be effected to some degree by the construction of a road through the area.

Mr. Overland has written quite a fair report for his first effort, although, as mentioned, it is marred by numerous typing errors.

Camping claim was not enclosed. Has this been processed at yours?

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

The abovementioned report herewith.

In your 67-2-8 of 10th October, 1969, mention is made of Father Michelod's efforts in surveying the road. Could, perhaps, a personal letter be written to Father Michelod, Catholic Mission, Kerema, as suggested by the Assistant District Commissioner in his comments (paragraph 4).

For your information and comments please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

KS.67-2-2

JBQ/KAM

KEREMA, GULF DISTRICT.

14th October, 1969.

The District Commissioner,
Gulf District,
KEREMA.

COMMENTS - KEREMA PATROL No. 5-1969/70.

Please find attached three copies of a Patrol Report submitted by Mr. C. Overland, Assistant Patrol Officer. Mr. Overland accompanied Mr. Mundell, A.D.O., for part of that officer's patrol; I instructed him to submit a report on his return, mainly as a training exercise.

2. Comments I wish to make are:

(a) INTRODUCTION: The work carried out by Father A. Michellod with the assistance of various Administration officers has now resulted in a road survey from Kaintiba to Murua. As you are aware, Mr. Mundell is on patrol in this area at the moment; one of his patrol instructions is to get the Kaberope people to build gardens along the road trace. When these gardens are established they can serve to supply the Kaberope and Kaintiba people who will build the road.

(b) POLITICAL: Most of these inland people have been largely neglected by the Administration; Mr. Mundell's present patrol was mounted in an attempt to counter-act this past neglect.

(c) ECONOMIC: The Kaberope appears to have agricultural potential which could be exploited. It is an indictment of D.A.S.F. that a town of the size of Kerema has to rely on Port Moresby for supplies of European vegetables.

(d) REST HOUSES: This situation is being rectified by the present patrol in the area.

(e) LAW AND ORDER: It is true that many of the past D.D.A. patrols to the area have been to arrest murderers, etc.; the people have never been really settled and administered in the correct sense of the term. Once again, the present patrol in the area will overhaul all V.C. positions, and will bring V.C.'s. back to Kerema for a training course. The training course will attempt to put across the idea that the Administration is there for things other than punishing people.

(f) MISSIONS AND EDUCATION: Father Michellod has stated to me that he is interested in starting a mission station in this area - possibly at PAINGOBA if the strip site there is suitable. A mission in the area would exercise a further stabilizing influence.

3. Mr. Overland's report is, of necessity, brief. His work was only to assist in the road survey; he carried out this task with enthusiasm and interest. The report, however, is marred by spelling and grammatical errors, due mainly to the officer being unfamiliar with a typewriter. I have drawn Mr. Overland's attention to the errors.

8

4. In conclusion, I consider that the Administration should recognize Father Michellod's efforts on this, and other, road work in some manner. At an age - 56 I believe - when most men are content to put their feet up, Father Michellod is undertaking arduous bushwork for which he will obtain no recompense, and from which he will derive no personal benefit. He is not a man to seek praise or recognition, but perhaps a letter from the Secretary of the Department would demonstrate the appreciation of the Administration for his efforts.



(J.B. QUINN),
ASSISTANT DISTRICT COMMISSIONER.

Egel.

REPUBLIC OF PAPUA AND NEW GUINEA

(7)

WISIA PATROL REPORT NO 2-29/70

REPORT NUMBER: Merema Number 5 of 1969-1970

DISTRICT: Gulf

COUNCIL/POST-COUNCIL AREA: Non-council area.

PATROL CONDUCTED BY: Mr. J. Mandell, A.D.C.

DESIGNATION: As above.

AREA PATROLLED: Part of Naberope Gaisus Division

PERSONNEL ACCOMPANYING: Mr. C. A. Overland A.F.O.

Mr. T. B. [unclear]

Patrol Alex Michellod.

Constable Givina

Constable Steve

DURATION OF PATROL: 30/8/69 to 2/10/69 33 Days

OBJECT OF PATROL: Assist in road survey.

TOTAL POPULATION: 1703

MAP REFERENCE: M1111 of Merema, Journal of War.

VILLAGE POPULATION REPORTER: Not enclosed.



TERRITORY OF PAPUA AND NEW GUINEA

6

Telephone

Telegrams

Our Reference KS67-2-2

If calling ask for

Mr. JBO/jbq

Department of District Administration,

Sub-District Office

KEREMA, Gulf District

10/9/69

Mr. C. Overland

P.O.I.T.

Sub-District Office

KEREMA

Dear Mr. Overland,

PATROL INSTRUCTIONS --Kerema No. 5-69/70

As discussed, you will accompany Mr. Mundell, ADO on a patrol to the lower part of the Kaberope Census Division, meeting Mr. Michelot of the Catholic Mission who is surveying a road down from Kaintiba.

2. This will be your first patrol, so I want you to pay particular attention to everything that Mr. Mundell tells you.

3. Please take notes on what occurs and what you do on this patrol as I want you to compile a Patrol Report, mainly as an exercise, on your return to Kerema.

4. I wish you an interesting and informative patrol.

Yours Faithfully,

(J.E. Quinn, ADC)

FANCY HAWK
.....

(5)

- 31/8/59 : Went by Council canoe to the village of Mamuro. Then went to Marua Ag. Station to pick up our carriers. Took them Mamuro. We had only 17 carriers.
- 1/9/59 : Mr. Mundell arrived at 10 o'clock. Because of the lack of carriers we left a lot of gear behind including the radio. Two of the carriers dropped out, things proving too difficult for them. We carried on, across good track and by-passed the village of Iawangini. Camped at 4.00 pm.
- 2/9/59 : We sent our interpreter to see if Iawangini could be found. Broke camp. We moved on, crossing Titineau Creek. We had to wait long periods of time for our carriers and eventually had to go back to find them. We made camp while the carriers straggled in over a period of 2 hours.
- 3/9/59 : Leaving me to look after the carriers Mr Mundell went ahead to meet Father Michelled. However he met some messengers from Fr. Alex and stopped at Ivana to wait for him. I came to Ivana some 2 hours after Mr. Mundell, with several of the strongest carriers. Camped.
- 4/9/59 : Fr. Alex arrived at the camp. We discussed the road for an hour and then went with him to inspect the road site going towards Weia. Went with him for 1 hour then turned back. Mr. Mundell dispatched men to try and get some more carriers. Camped at Ivana.
- 5/9/59 : Fr. Alex's carriers began to arrive at 10 o'clock and set up camp. Mr. Tom Rielly arrived to supervise work while Mr Mundell and myself went to do some pegging with Father. We pegged all day and came back to camp in pouring rain.
- 6/9/59 : Mist prevented gradient readings being taken so we could do no further pegging. We discussed the road with Father and Mr Rielly as well as talking with the villagers.
- 7/9/59 : Walked with Father to the new camp site at Weia and set up camp. In the afternoon we cleared the Weia Gap of trees so that it could be used as a sitting point for working out gradients.
- 8/9/59 : Fr. Alex and I pegged from Weia Gap towards Ivana in order to assist Mr. Mundell to complete his section quickly. We pegged over two miles but did not reach the spur we had hoped to reach. Camped at Ivana, Weia.
- 9/9/59 : I pegged all day from Weia Gap (No 4 gap) towards Weia Gap (No 2). I had a few problems with rocks and because of this only got about half way there. Camped Weia.
- 10/9/59 : Pegged on from yesterday's mark and despite difficulties we did not reach the Weia Gap. This meant having to back peg thus wasting a day. Camp Weia.
- 11/9/59 : Worked all day on back pegging but still failed to reach my original pegs. Talked over the problem with Mr. Rielly who joined me from Ivana.
- 12/9/59 : I helped Mr Rielly peg across a difficult section of his part of the road. He seemed to be progressing O.K. when I had to leave the work because of illness.
- 13/9/59 : I was forced to stay at camp today due to my illness but I was able to buy some food for the carriers and supervise the normal camp duties.
- 14/9/59 : Mr Rielly is still in trouble with his section of the road and has not completed it. I am confined to my bed with a high fever and could do nothing today.
- 15/9/59 : Mr Rielly started off on an entirely new section of road in order to overcome the many obstacles in the path of the other section of road. He is pegging towards the Wingia River. I was able to get up and finish the remainder of my back pegging.
- 16/9/59 : While Mr Rielly finishes his section of the road I made final corrections to my section of the road and then got ready for tomorrow's shift to Iawangini.
- 17/9/59 : Moved camp to Iawangini, a site on the Wingia River where we will peg more of the road. Made camp. Received a message from Father to come to Iawangini to replace him and continue on with that section of the road.

- 18/9/69 : Traveled down to Iawangini by 3 hour walk. On reaching the village I found that Mr Marshall could not get back again. I thought that I knew this from listening to his radio messages but I could not receive them. I only got static when I tuned in on Kerena. I also had to send Constable Givina into Kerena to have medical attention for an infected leg. He would be accompanied by 4 carriers who would take Mr Marshall's horse down to him. I asked Mr. Alex to send down Constable Save to act as my helper in Givina's absence. Camped Iawangini.
- 19/9/69 : Pegged all day and finished a large section of the work. Should complete this section tomorrow.
- 20/9/69 : I had to repeg a large section of yesterday's work due to an error in my altimeter. Finished in 3 hours but rain washed the rest of the day out.
- 21/9/69 : Finished the section of road up to Iawangini. Constable Save had to go to Kerena because of trouble at his home. I kept him on today but when I shift camp to tomorrow he will go to Kerena.
- 22/9/69 : Moved to a point 2 hours walk from Iawangini towards Wingia in order to start on a new section of road. Constable Givina arrived in my camp late afternoon. This means I won't have to use sign language in order to be understood.
- 23/9/69 : Completed my section of the pegging in one day, which was very pleasing. Tomorrow I will move camp to a point down past Iawangini where Father has put a guide peg.
- 24/9/69 : Moved camp to a point an hours distance the Marua side of Iawangini. Mr Alex and Mr Rielly joined me. It was decided that I should go into Kerena for more supplies tomorrow.
- 25/9/69 : Walked from camp to Marua in 5 hours. Arranged for boat to pick me up. Stayed overnight at Marua.
- 26/9/69 : Went in to Kerena to arrange for more supplies. Stayed overnight.
- 27/9/69 : Received medical attention for ulcers and arranged for transport back to Marua. Stayed overnight.
- 28/9/69 : Back to Marua via speed boat with cargo. I was able to dispatch Father's supplies to him via his carriers that he set down. My carriers have gone home for the weekend it seems. Overnight Marua.
- 29/9/69 : Waited for Father as per his note but he did not turn up. Tomorrow I will walk up to see him.
- 30/9/69 : Walked 1 1/2 hours before meeting a messenger from Father. I turned back to Marua. At Marua I gave the messenger more food and sent up my carriers to assist in the road work.
- 1/10/69 : Went to Kerena to arrange for transport of our Patrol gear from Marua as Father had nearly finished the road and wanted this all arranged. Overnight Marua.
- 2/10/69 : Father and Mr Rielly arrived and were soon on their way home. I followed suit and returned to the office.

PATROL FINISHES

.....

Introduction.

This was a special patrol, mounted for the purpose of helping Father Alex Michellod complete his survey of the Wiantaba to Marua road. The other were minor and, was to give me my first patrol experience. Unfortunately the survey is not quite complete, as a very small section from the foot-hills to Marua still needs completing. As for myself, I was able to learn quite a bit during the month I was out.

Father Michellod commenced his survey from about the border of the Kaboro Census Division. That part of the road from Wiantaba was as pegged by Father Lesson of the Mission at Bona. In the initial stages Mr Duggan A.D.C. and Mr Didlock I.C. were helping Father out work in their own areas took them away. Father then worked alone till Mr J. [unclear] joined him just before we did.

The road runs along the ridge that separates the two main valleys, in which run the Swanson and Sauri Rivers respectively. The Sauri River is part of the head waters to the Marua River. It runs along the ridges of the Albert and Habo Ranges. Father Michellod has worked for 15 weeks and has only cost a minimal amount to the administration.

The country we crossed was extremely rugged but due to the efforts of Fr Alex who has maintained a max. gradient of 8%, two wheel drive vehicles will be able to use the road when it is sealed. For further accuracy the road has been pegged every 10 to 15 feet, in an attempt to keep the road level.

SITUATION REPORT

Political.

The area that we patrolled is a non-council area. It is a politically backward area due to its lack of easy access and the way the people are scattered. The people themselves are not at all interested in what is going on outside their immediate sphere of living. Few of them have visited Kerema, and those who have don't have any desire to do so again. This area seems to be ignored as far as patrols go as ours was the first one in since Sept. last year. P.M.D. and D.A.S.F. have never patrolled the area to the best of my knowledge. The area was covered in the election for the House of Assembly but it is doubtful that these people really understood or cared. Here patrols are needed in this area if it is to advance politically or developmentally.

Economic

It seems likely that the whole area could be an excellent one for gardening, particularly in the higher regions where the cooler climate would be good for growing vegetables. The gardens already there grow excellent pine-apples and native potatoes and I did manage to buy some English potatoes up there. Bananas are very common and grow extremely well in the hotter areas round Iawangini. I only saw a large amount of sugar cane at Iawangini. The only problems that stand in the road of this area being a major supplier of vegetables to Kerema are; the lack of easy access and the resultant lack of efficient transport. Also the indifference of the people to making any money that involves hard work. The final remaining problem is that D.A.S.F. haven't been able to get round to going up there to assess the potential of the area.

Villages and Villagers.

The Villages are small, usually 3 to 4 families. I found that several Villages were deserted, their inhabitants having gone bush. At present the Villages of Punga, Mamuro and Nani are deserted. The Village of Iawangini was almost deserted when we first came to it early in the patrol, yet it had 7 families in it when we came again a month later. Obviously the people move a round a great deal. They are semi-nomadic and this would explain the many deserted Villages in the area. The establishment of Missions in the area would do a great deal to bring these people together to form more stable communities, and thus make them easier to develop culturally.

Rest Houses.

There were only two rest houses in the area in the area that we visited. They were at Mamuro and Iwanga. We saw one broken down on the track to Ivana but after that we found no more and from talking to the natives it seems that no-one was ever asked to build one. A tent fly will be essential till the area is more frequently patrolled and rest houses are built.

Carriers

It was easy to get carriers to move for short distances and we even managed to get some permanent additions to our line. In general the people were reluctant to move far outside their own areas, so we were forced to keep taking on new carriers all the time.

Tracks

Because of the nomadic nature of the people of the area the number of tracks is quite large. In particular the main track to Ivana is very good, with several good side tracks leading to the Villages of Wani, Weia and Mamuro. The tracks are very steep and slippery when wet thus making hard going very often.

Health.

The people seemed fairly healthy though distended stomachs showed a mainly starch diet. I noticed that they were particularly prone to chest complaints such as T.B. and Pneumonia. Malaria was hardly noticeable except in our carrier line from Marua. Cuts and sores nearly always became ulcerated and we treated many of them.

Law and Order

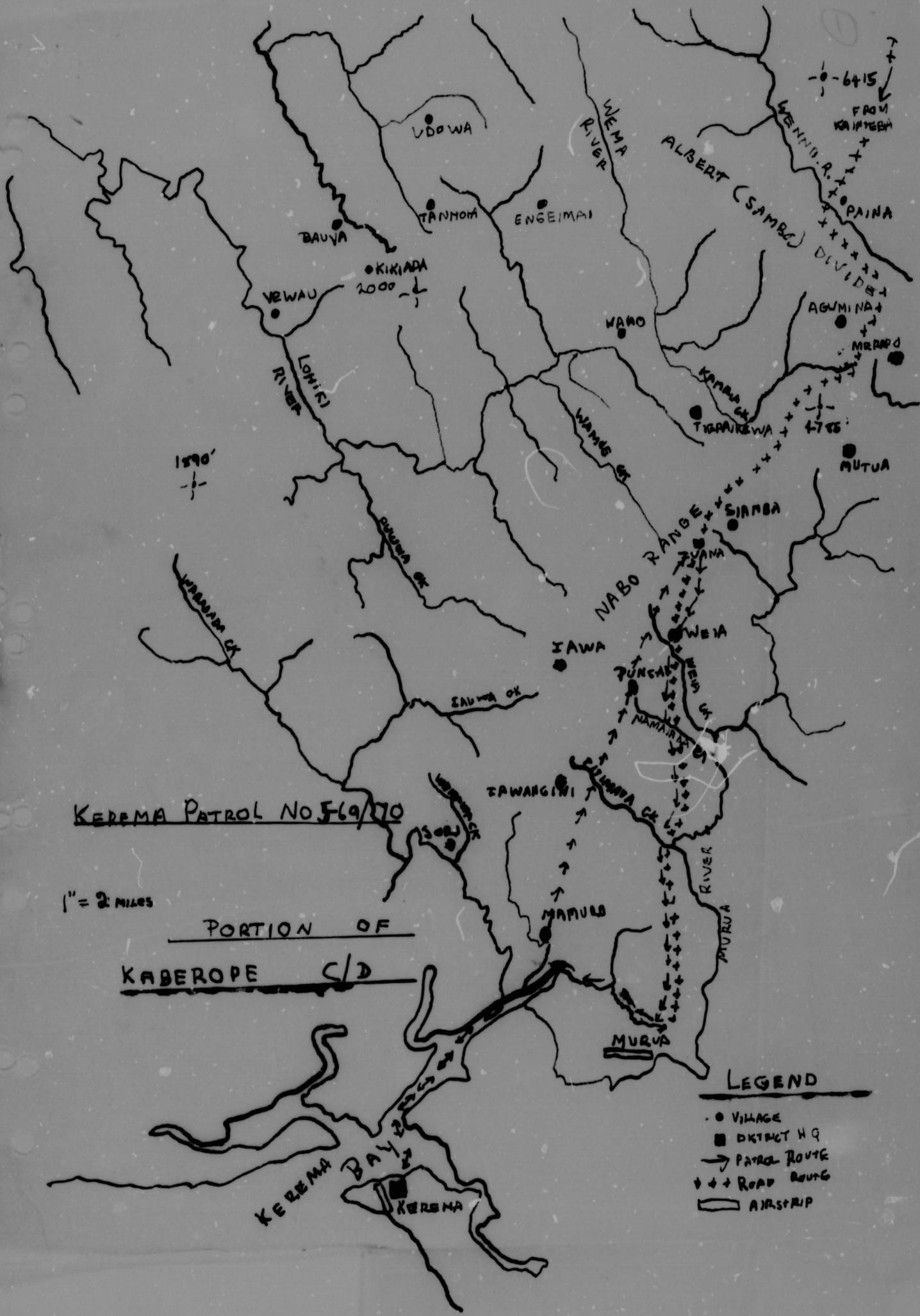
What law and order there is, is preserved by the V.C.'s and by the punitive patrols we mount in the area. The village Constables seem to have little real authority and few seem to be prepared to use it. I found the V.C. at Iwanga was about the best of the lot, while the V.C. from Maruro, though very vocal in his efforts to maintain his authority, lost all he gained because he was generally incompetent and inclined to leap into a job with commendable enthusiasm, without really knowing what he was doing.

Missions and Education.

There are no missions in the area due to lack of easy access and thus there are no Education establishments of any sort.

C.A. Overland

(C.A. Overland)
Assistant Patrol Officer.



KEREMA PATROL NO 569/70

1" = 2 MILES

PORTION OF
KABEROPE C/D

LEGEND

- VILLAGE
- DISTRICT HQ
- PATROL ROUTE
- +++ ROAD ROUTE
- ▭ AIRSTRIP



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... Carima Report No..... 10/10/1960

Patrol Conducted by..... P. Mowbray, Assistant District Officer

Area Patrolled..... East Carima Division

Patrol Accompanied by Europeans..... Assistant Patrol Officer V.G. Rattley

Natives..... 1 Interpreter

Duration—From..... 20/3/1960 to..... 21/3/1960

Number of Days..... Twenty Three

Did Medical Assistant Accompany?..... No

Last Patrol to Area by—District Services..... 22/3/1960

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

Map Reference..... Williagh of Karana, Journal of Map

Objects of Patrol..... Construction of roads from Karana to Tari and from Tari to a road leading to Malakus. Also got Karana people to build approaches from river banks for ferry.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

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GFB/JT

Division of District Administration,
Department of the Administrator,
KONEDOBU, Papua. 67-2-13

30th October, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 6/69-70

Your reference 67-2-60/1497 of 17th October, 1969.

I acknowledge with thanks receipt of Situation Report by Mr. V.G. Rattley, A.P.O., to part KAIPI Census Division.

I agree that this report, for a first effort, is of a high standard, though I do consider that Mr. Rattley provided a lot of unnecessary information in his Patrol Diary.

Mr. Rattley's assessments of the area and the people are quite sound.

(T.W. ELLIS)

Secretary,
Department of the Administrator.

cc: Mr. V.G. Rattley,
A.P.O.,
Sub-District Office,
Su
KIKORI, Gulf District.

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

67-2-60/1497.



67.2.B. (11)
KEREMA, GULF DISTRICT.

17th October, 1969.

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

KEREMA PATROL REPORT No. 6-1969/70.

Thank you for the abovementioned Patrol Report which was received on the 15th October, 1969.

Your comments adequately cover Mr. Rattley's report. I agree with you that for a first effort, it is very good.

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to

The Secretary,
Department of the Administrator,
KONEDOBU.

For your information and comment please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

KS.67-2-2.

JBJ/KAM

KEREMA, GULF DISTRICT.

13th October, 1969.

The District Commissioner,
Gulf District,
KEREMA.

COMMENTS - KEREMA PATROL No. 6-1969/70.

Please find attached three copies of a Patrol Report submitted by Mr. V. Rattley, Patrol Officer-in-Training. Mr. Rattley accompanied Mr. Maynard, A.D.O., on a patrol of the Kaipi Census Division and I instructed him to submit this report as an exercise.

2. Comments I wish to make are:

- (a) LOCAL GOVERNMENT: This activity mentioned by Mr. Rattley only commenced with the firm direction given to the people by Mr. P. Maynard, who has now spent well over two months in a continuing patrol to the area.
- (b) GENERAL RURAL DEVELOPMENT: Mr. Rattley is correct in his assessment of the problems of this area. The people have an unrealized potential at the moment; once the transport problem is solved, there should be no reason why the area cannot advance economically.
- (c) ACTIVITIES OF DEVELOPMENTAL DEPARTMENTS: Mr. Rattley makes a correct observation. The Agricultural Department could do a lot for this area.
- (d) HEALTH: I have written to the A.D.C., Malalaua, about the activity - or lack of it - shown by the A.P.O. at Karama.
- (e) CLUBS, YOUTH ACTIVITIES: As mentioned in other correspondence, the Club system in this area has collapsed due to a complete lack of Welfare staff. A Welfare Officer could do invaluable work with these Clubs and with the sophisticated women right along this coast, and other coastal areas in the District.
- (f) REACTIONS OF NATIVE PEOPLE: The Koora and Elora people undoubtedly realize that the road they are building will directly affect their development, and are therefore enthusiastic about the work.

The attitude displayed by the Karama men is unfortunate but appears typical of many of the coastal Kerema people. It will only be overcome by continual propaganda and discussion by patrolling officers.

3. Mr. Rattley has submitted a good, well written report, which, for a first effort, reflects credit on this officer. His observations are concise and to the point.

4. Claim for Camping Allowance for Mr. Rattley was processed before his departure for Kikori.

cc: Mr. V. Rattley,
C/- Sub-District Office,
KIKORI.

(J.B. QUINN),
ASSISTANT DISTRICT COMMISSIONER.

TERRITORY OF PAPUA AND NEW GUINEA.

9

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KEREMA PATROL NO. 6 - 69/70.

REPORT NUMBER @ Kerema Number 6 of 1969-1970.

SUB-DISTRICT ; Kerema.

DISTRICT ; Gulf.

COUNCIL/NON COUNCIL AREA ; Kaipi Council Area.

PATROL CONDUCTED BY ; P. Maynard, Assistant District Officer

DESIGNATION ; As above

AREA PATROLLED ; Kaipi Council Area Coast Region.

PERSONNEL ACCOMPANYING; Mr V.G. Rattley, Assistant Patrol Officer.
Interpreter Gungadin of Kerema.

DURATION OF PATROL : 30-8-69 to 21-9-69. Twenty Three Days

DATE AND DURATION OF LAST PATROL : 4-8-69 to 22-8-69
Eighteen Days.

OBJECTS OF PATROL : Constuction of roads from Karama to
Toari and from Kocar to a road going
to Malalaus. Also construct approaches
from river banks for ferry at Karama.

TOTAL POPULATION : 4633

MAP REFERENCE ; Milinch of Kerema. Fournal of Wau.

VILLAGE POPULATION REGISTER; Not enclosed.

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KS 67-2-2

JBQ/jbq

Sub-District Office
KEREMA, Gulf District

1/9/69

Mr. V. Rattley
POIF
Sub-District Office
KEREMA

Patrol Instructions -- Kerema No. 6.69/70

As discussed, you are to proceed on the M.V. "Magila" to the Kaipei coast and join up with Mr. P. Maynard, ADO.

2. As this will be your first patrol, pay particular attention to what Mr. Maynard has to say to you. His instructions will give you a basic grounding in the techniques of patrol management and local government administration.

3. Please maintain a record of everything you do and also note anything you may think of interest as I want you to compile a Patrol Report, mainly as a training exercise, on your return to Kerema.

4. I wish you a pleasant patrol.

Yours Faithfully,


(J.B. Quinn, ADC)

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TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 6 OF 1969-1970.

(7)

18;

PATROL DIARY.

Saturday
1-8-69

Departed at 5-00am, in pouring rain for Kerema wharf and boarded the Magila. Intended to unload equipment at either Karama or Lelefiru but the seas were too rough so I unloaded the Kiapi Council safe at Malalaua where I arrived at 12-00 noon. After crewmen loaded cement I came on to Moveave where I was supposed to load timber for future work at Karama but as no-one knew what size timber to load I spent the night there waiting for instructions.

Sunday
31-8-69

Departed for Malalaua at 8-00am. in speed-boat with Tom Popp, the Co-op. Officer and there spoke to Don Simmins, ADC. about what type and size of timber to load. However, he didn't know either so he flew to Kerema to find out: going to let us know by radio. Made arrangements to go to Lelefiru tomorrow by canoe and from there to Karama by the Co-op. tractor.

Monday
1-9-69

Spent morning at Moveave waiting for instructions. Then at 1-00pm a canoe arrived and after loading the gear onboard I left for Lelefiru. Arrived at 4-00pm. and after loading the equipment onto the tractor I went as far as Koaru Mission Station where I met Mr. Maynard. Then, after loading more equipment Peter and myself went to Koaru and Elava Villades where we unloaded the pumps and shovels etc. Spent the night with Sister Holden.

Tuesday
2-9-69

After breakfast Peter and myself went on to Karama where we unloaded two wheel barrows and fifty-two sheets of fibreglass roofing. In the afternoon we gathered together pipes and fittings for future wells and then while Mr. Maynard inspected the Kiapi Local Government Council finances I inspected the site of the future Karama-Toari road. A short stretch of swamp seemed the only difficulty.

Wednesday
3-9-69

At 7-30am. I left for Silo No1. Village on foot to get the motor-bike that Mr. Johnson left there. However, when I arrived there at 9-30am. Mr. Bell, D.C. and Stanley the interpreter had arrived from Kerema so I accompanied them back to Karama. Then, while Mr. Bell and Mr. Maynard attended the Kiapi Local Council meeting I arranged the cable on the ferry so that it can now be pulled across the river by hand. Then I supervised the Karama people while they completed about 150 yards of the road to Toari.

Thursday
4-9-69

Went to Lelefiru on motor-bike at 7-30am. to pick up Don Simmins ADC. who was coming there from Malalaua. However, after waiting there for one and a half hours he still had not arrived so I gave the bike to a villager to give to Mr. Simmins when he arrived. I then walked back to Karama arriving at 12-30. After spending three hours directing road-work I went back to Lelefiru to get the motor-bike on receiving a note from Mr. Simmins explaining that he would not be coming. Arrived back at Karama at 7-30pm.

Friday
5-9-69

At 8-00am. I went with the workmen to the road, then took eight men and made a start on the ferry approach on the Karama side bank. However, needed about ten more men but they refused to work on the ramp unless paid. Did what we could on the ramp and I then went to inspect the road that the men had pushed through to Toari; parts needed re-doing.

Saturday
6-9-69

Left for the Council Chambers at 8-00am. where I spent the day with Mr. Maynard checking figures.

Sunday

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 6 OF 1969-1970.

(6)

18;

PATROL DIARY.

Sunday
7-9-69

Spent the morning trying to fix a motor-bike but without success. Departed for Koaru Mission Station at 12-30pm. to get various things for Mr. Maynard, arrived back at 4-00pm

Monday
8-9-69

After Mr. Maynard left for Silo Village I supervised the building of the two ferry approaches, one on either side of the river at Karama. The men started work at 10-00am. and despite urging were very reluctant to do any work at all. Finished work at 4-00pm.

Tuesday
9-9-69

After gathering the people together I again supervised the building of the two ferry approaches. However, there were a few arguments early when the Karama side ramp collapsed after the high night tide washed away the sand. From then on I told the villagers to build the ramp in their own fashion. Almost completed the ramps today and after work the councillors held a meeting and told me that they would not work tomorrow or Thursday because their families were hungry and that they would spend the next two days in the gardens etc. I realised it was an excuse to avoid working but I had to go to Koaru anyway so I told them I would come back on Friday.

Wednesday
10-9-69

After I packed my patrol box I walked to Koaru to get the tractor. Once back in Karama I loaded the motor-bike and my patrol box onto the trailer and went on to Koaru. By the time I had got set up in the rest-house it was 3-00pm. so I didn't go out to the road because the men finish at 4-00pm.

Thursday
11-9-69

At 8-30am. I went, with about twenty men from Koaru to the road they are cutting through the bush to join up with a road leading to Malalaua. After walking through swamp and jungle for about an hour we reached the place where they left off yesterday. We worked until 4-30pm. and then made our way back. Mosquitoes very bad.

Friday
12-9-69

At 8-00am. I left for Karama No3. Village. Arrived at 9-30am and found people unwilling to continue with the road etc. the councillors were in the middle of a meeting so I waited until they were finished and told them that I wanted them to finish the road and ramps today. They finally agreed and worked until 4-00pm., almost completing the ramps. Arrived back at Koaru at 5-30pm.

Saturday
13-9-69

Spent day at Koaru waiting arrival of Mr. Maynard, thought he may come from Malalaua by canoe today. Didn't arrive.

Sunday
14-9-69

Spent the day waiting for Peter, however he didn't show so I walked to Karama to see if the men had done any more work on the approaches, they hadn't.

Monday
15-9-69

Went out to the road again but seeing as they knew better than I did ~~to put~~ where to put the road I came back to Koaru to meet Peter, who again didn't arrive.

Tuesday
16-9-69

After breakfast I walked to Karama Village to get the men to finish the ferry approaches and to put a drain in a part of the swampy road but there was a missionary meeting going on. The councillors told me that they would finish the road and ramp tomorrow so after having some dinner I walked back to Koaru to find that Peter still hadn't arrived.

Wednesday
17-9-69

At 7-00am., after receiving a note from Peter, I walked to Silo No1. Village to get the motor-bike ready to take it to Malalaua on the Magila. However, it wasn't there and I later found it at Koaru Mission Station. I then packed things and took my patrol box and motor-bikes down to Lelafiru to wait for Peter, who is coming on Magila. I was to go to Kerema on the Magila.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 6 OF 1969-1970.

5

PATROL DIARY.

Thursday
18-9-69

Was expecting Mr. Maynard at any time so I kept watch for the Magila from the beach ready to move down to Lelefiru as soon as I saw the boat. However, again he didn't come.

Friday
19-9-69

I recieved a message from Mr. Maynard after breakfast explaining that I was to put both damaged motor-bikes on-board the Avana and go on to Moveave where the Magila would then take me to Kerema. However, due to trouble in getting to Moveave the Magila sailed without me so I then went on to Malalana, arriving at 9-00pm. and there spent the night with Mr. Simmins.

Saturday
20-9-69

After having breakfast with Mr. Simmins I went with Peter to load the motor-bikes and my patrol box on-board the Baia, a coastal freighter. I spent the day on her while the captain waited for a high tide in Kerema Bay.

Sunday
21-9-69

Left for Kerema on Baia at 6-00am. and arrived, slightly sick at 10am. Carried my patrol box up to the house and spent the rest of the day cleaning the place up.

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SPECIAL PATROL REPORT.

I feel that one of the main reasons for my patrol to the Kaiapi Council Area was so that I could gain essential experience in patrol management and techniques. I was accompanying Mr. P. Maynard, A.D.O. who taught me a great deal in these fields. He also gave me instruction on how to talk to, and handle the native villagers.

The other reasons for my patrol were to help in the construction of roads and to build two approaches from the river banks at Karama No. 3 Village so that the ferry will be able to take the tractor across the river at low tide.

During the first week I managed to get the Karama men to finish building a road from their village to Toari, a stretch of about half a mile through partially cleared scrub. Parts of the road are too rough for the tractor to pass over, however, and need re-doing but seeing as I had to direct the building of the ferry ramps I didn't have time to see to the roads.

During the second week the Karama people finished the ferry ramps so I went on to Koaru where I went out and helped the men with the road they are building from Koaru Mission Station to a road leading to Malalaua. I spent the remaining week of my patrol with these people. The road is through dense scrub and this makes the going slow; however, the Koaru men are willing workers, unlike the Karama people and seem keen to get the road finished.

SITUATION REPORT

A) POLITICAL

Local Government:

The Kaiapi Local Government Council seems, to me, to be well run and respected by the village people, at least in the coastal villages which I visited. I attended a meeting of the Council and although I couldn't understand the language properly there seemed to be a great deal of activity going on in the Council area, mainly in the construction of roads, the digging of wells and in the general improvement in living standards. According to Mr. Maynard the only complaint he has with the Council is the Clerk, Japhet Oira who, he says is quite lazy.

Local Government Councillors:

At the meeting I attended there were fourteen councillors, most of whom during the meeting had something to say and in general I was surprised by the standard of the meeting. Even without understanding the language properly I could see that the President, Koaru and Vice President Apupu have a great deal of influence, both during meetings and in everyday life. I spent quite a lot of time with Apupu, who although rather lazy seems quite concerned about the projects going on in the area and without his help it would have taken much longer to build the road and ferry ramps at Karama. The local people have a great deal of respect for Apupu.

B) ECONOMIC

General Rural Development:

From what I can gather and have seen copra seems to be the main crop grown in the Kaiapi Council Area. However, some villagers, especially in Koaru told me that they are anxious to finish the Koaru-Malalaua road so that they will be able to transport their coffee in the hills down to Lelefiru by tractor, so I presume that coffee also adds to their income. Coconut palms are planted along the coast from Silo to Lelefiru but the villagers, as a rule, only harvest enough for themselves and their families. From what I could gather most families grow just enough food in their gardens, harvest just enough coconuts and catch just enough fish to survive on without any thought of extending their coconuts or of planting coffee for cash. Also I think that the villagers could make quite a deal of money if a fish-

-ing industry of some sort could be established along the Kaipi coast.

One reason perhaps why the villagers don't harvest more coconuts, or start coffee plantations is that there are transport problems; only the people near Lelefiru can ship their copra to outside markets with the aid of the Co-op tractor, those further away, or inland would have difficulty in getting their produce to a port due to lack of roads. However this problem is in the process of being overcome. (3)

Activities of Developmental Departments:

According to Mr. Maynard the Department of Agriculture, Stock and Fisheries operates an Agricultural Extension centre at Karama which offers advice and assistance on agricultural problems, but I failed to notice any agricultural activities going on in the area.

Processing and Marketing:

Most of the copra is dried in the sun, although I did notice some copra driers at Karama Village. The only where copra is purchased and stored that I noticed along the Kaipi Coast is the Koaru Village Co-operative at Koaru. The Co-op tractor is also operated by this store. The copra can also be shipped from Lelefiru, but people from Silo and Uamai Villages can't get their copra to this port due to the river at Karama. However, once the ferry is working properly the tractor will be able to collect and transport their produce.

Non-indigenous Development:

Non-indigenous development does not exist because there are no Europeans living in this region, with the exception of the two women working at the Koaru Mission Station.

G. SOCIAL:

Education:

There are quite a few Primary "T" Schools in the Kaipi region and most children attend school. However, I noticed some children of school age in Koavu who did not attend, and to stop this the Council is in the process of passing a Truancy Rule. There are five schools run by the United Church in the area and there is a Primary "T" School at Karama. Educational facilities are quite good in the region, as far as I could tell.

Health:

The people along the coast, being fairly civilized, are quick to seek medical aid, especially the younger people and school children. There is an aid post at Karama and Silo Villages and a hospital at Koaru Mission Station, run by Sister Holden and some natives nurses. The aid post orderly at Karama was frequently absent when I wanted medical attention and maybe the same with the natives. On the whole, health services seem to be well established and provide all the necessary services.

Law and Order:

While I was in the Kaipi area, I did not see or hear of any violence or unrest, so I presume the people to be law-abiding and contented. The older Councillors seem to hold a lot of power and they acted as my interpreters while on patrol. My wishes or directions coming from them, especially Apupu, the Vice President, were carried out.

Missions:

There are two missions in the area, but I only came in contact with the United Church Mission at Koaru Mission Station. Stationed there are a Teacher, Sister (medical) and a Minister, who is at present on leave. This Mission provides Health and Medical services as well as religious. The other Mission, at Uamai, is the Jehovah's Witnesses' Mission.

Cults and Unrest:

I observed no cults or unrest while in the area.

Clubs, Youth Activities:

There are Women's Clubs with good Club Houses at most of the villages along the coast. These Club Houses act as rest homes for patrol officers, and at the two I stayed at, Karama and Koavu, the women and girls were very friendly, doing all the cooking, washing and water carrying, etc. They were given small sums of money in appreciation.

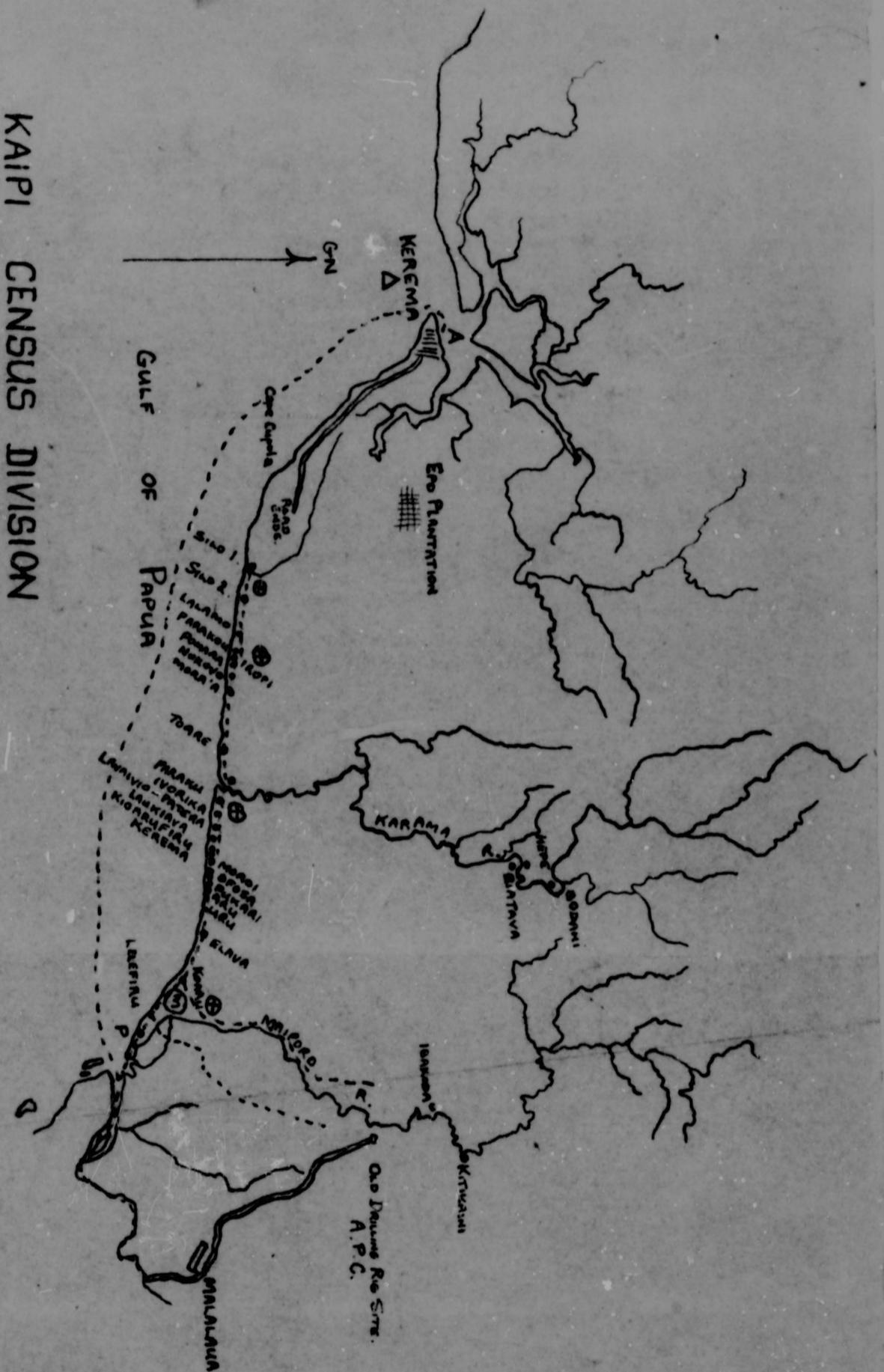
D. MISCELLANEOUS:

Reactions of Native People to Patrol:

There were marked differences in the way the people from Karama and Koaru Villages attached their work.

Whereas the men from Koaru and Elava worked willingly on the road they are building and welcomed my presence, the men at Karama Village displayed a great lack of initiative and had to be forced to do any work at all. I feel they think that they are being exploited by the Administration. At one stage, when I wanted a few men to help me build the ferry approaches, the men bluntly refused to help, demanding they be paid before they would work. I tried to explain to them that this ferry was put here for their own good, but they replied that they paid their Council Tax and therefore the Council should employ men to work on the roads, etc. The people were friendly towards us, but I think they would rather continue living on in the way they have been in the past, although some of the Councillors are really trying to develop their area.

Vaughan Rattley
.....
Vaughan Rattley,
Assistant Patrol Officer.



KAIPU CENSUS DIVISION

1 inch = 4 miles.
 Patrol Route.

- Vehicular Road
- Sub-District H.Q.
- Aid Posts.
- Mission Station
- Administration Shipping Point
- Private Shipping Point



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. 7 of 1969-70 Kerema

Patrol Conducted by Mr. J. Mundell Assistant District Officer.

Area Patrolled Kaberope Census Division

Patrol Accompanied by Europeans NIL

Natives 4 Police, Interpreter, Medical Orderly.

Duration—From 26 / 9 / 1969 to 5 / 11 / 1969

Number of Days 35 days Broken period

33 PATROL
2 FIELD

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 2 / 10 / 1969

Medical / / 19.....

Map Reference Milinch of Kerema Fournal of Wau

Objects of Patrol See instructions

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

Area Study 2 Dec

M

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

67-2-32

19th February, 1970

District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 7/69-70.

Your reference 67-2-61/1742 of 18/12/69.

2. I acknowledge with thanks receipt of Area Study and Situation Report by Mr. J. Mundell, A.D.C to Kaberope Census Division.
3. It is very pleasing to see order replacing confusion. Mr. Mundell's patrol has provided a good starting point from which you can organise the effective administration of this neglected area.
4. The report is a well detailed, comprehensive submission of sound worth. It provides a frank picture of the area, its people, and the principal problems; and I like the way Mr. Mundell has recommended suitable action for the future.
5. A good report of a very worthwhile patrol.

(S. J. Pearsall)
a/Secretary

c.c. Mr. J. Mundell, Department of the Administrator
Sub-District Office,
KEREMA....GULF DISTRICT.

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

67-2-22 (45)

67-2-61/1742.



KEREMA, GULF DISTRICT.

18th December, 1969.

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

KEREMA PATROL No. 7-1969/70.

KABEROBE CENSUS DIVISION.
MR. J. MUNDELL, A.D.O.

The abovementioned report with your covering comments
KS.67-2-2 dated 3rd December, 1969, refers.

This patrol has completed the initial work necessary
to place this area on a firm footing for consolidating administra-
tion. No doubt there has been similar patrols in the past which
because of failure of follow up action were virtually wasted.
This is not to re-occur in this instance. The patrol by
Mr. Overland covering the influenza epidemic which entered the
area immediately after this one left has helped considerably,
but a further general administrative patrol is to be mounted
in January, 1970.

The report recommends a census division area with control
from Kerema, but final decision on this must await reports from
Kaintiba and Malalaua. When may I expect those from Kaintiba
Patrol Post?

It is understood that PAINA, ABUMIA and MERAPO along
the surveyed road east of the suggested census division border
are now deserted. This may not always be, especially if the
road is constructed. Where have they gone and who is to supervise
them in the event they are reinhabited?

The next patrol is to initiate work on the Kerema/Kaintiba
road. Tools must be obtained immediately if not already in hand.
Your early advice on whether or not the people have commenced to
make gardens along the line of road would be appreciated. Thoughts
of airstrips and access roads in the Kaberoke are to be discouraged
in the short term.

It is understood that the District Health Officer has
already staffed the Aid Post at PAINGOBA.

A Rural Development Officer has already patrolled through
the area, but his report is not yet to hand. Seeds have been
promised by the Director of Agriculture.

A good, comprehensive report by Mr. Mundell.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

It may seem odd that after 70 years of Administration this area requires reorganization to enable basic Administration to commence. However, this is fact.

Within three months, when the whole of the hinterland has been thoroughly patrolled, new firm census divisions with lists of villages will be forwarded for your approval.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

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KSG7-2-2

Sub-District Office,
KEREMA.

3rd. December, 1969.

The District Commissioner,
Gulf District,
KEREMA.

COMMENTS-KEREMA PATROL NO.7-69/70.

Please find attached three copies of a Patrol Report submitted by Mr. J.Mundell, A.D.O., covering his patrol of the proposed KABEROPU C/D.

2. Comments are as follows :-

Introduction

A complete revision of all Census Divisions for the Sub-District is in progress. A definitive submission will be made once MAINTABA officers complete their scheduled census patrols to Census Divisions east of that station.

Political

It is obvious that esoteric notions like the House of Assembly, M.H.A's etc. have no meaning as yet for these people. We will have to proceed from a base that Aid-Posts, roads, bridges are provided by the Government, and eventually build up greater understanding of these alien conceptions.

Future patrols will stress the advantage to be gained in settling down in the village communities.

An Aid-Post Orderly is at present standing by to move to PAINGOBA as soon as carriers are provided; he should serve as a settling influence on the people.

I am attempting to obtain additional radio receivers and will discuss increased allocation time for the KAMIA language with Radio Kerema.

Economic

It is hoped that a D.A.S.F. patrol will cover this area in the New Year; a D.D.A. officer will accompany.

What is needed is for the Agricultural Department to advise if the area has potential for cash-cropping.

A road in future years will assist these people; an airstrip at or near PAINGOBA may provide an outlet in the short term.

Social

I have discussed the possibility of a school for the PAINGOBA area with the District Inspector of Education and will be providing him with figures for children of school age.

The influenza epidemic was covered in Mr. Overlands Kerema Patrol No. 13-69/70.

I have extracted these comments on the proposed PAINGOBA Aid-Post for the information of the D.M.O.

The large KAMIA population in these mountain areas could gain more knowledge of the Administration and its policies from Radio Kerema.

It is hoped that the short course given to all Village Councillors from this area in the period 27/10/69 -31/10/69 will strengthen the influence of these men and the influence of the Administration.

The idea of a simple community education course for selected married couples will be kept in mind. The posting of a trained Welfare Officer to Kerema would be of great assistance for courses such as the one envisaged.

Miscellaneous

Future patrols will be instructed to look out for a suitable airstrip site at or near PAINGOBA.

Mr. Mundell's suggestion for the boundaries of the proposed KABEROPE C/D make sense. As previously stated, a submission in respect of all census divisions for this Sub-District is at present being worked out.

Area Study : Introduction

Mr. Mundell has provided a good picture of this area.

Shortage of carriers at MAMURO is due to the fact that many people from this village have drifted down to Kerema in order to obtain casual work. These people have been ordered to return to their village, but little can be done to keep them there until some development takes place in their village which can then provide them with the money they require.

Population - Distribution and Trends

Extracts of village names and populations will be forwarded to KAINTEBA and IHU for checking by those stations.

Mr. Mundell has worked hard in an attempt to bring some order into the census of this area. His notes and suggestions in the second last paragraph of this section may prevent apoplexy in officers conducting the next census revision.

It is hoped that there will be a great improvement in walking tracks in this area.

Leadership

The course for KABEROPE village constables, previously mentioned under my comments on the Social section of the report, had its main object in demonstrating that the Administration was something more than a punitive force and

would be willing to assist the KABEROPE people in their development.

The list of leaders will be valuable to future patrols in this area.

Land Tenure and Use

The Land Titles Commission is expected to arrive in early January. Word is being sent out to the KAMIA people in the MURUA area to come in and make their application for the land.

Standard of Living

I will discuss this poor quality taro and sweet potato and also the failure of the crop in the MAMURO/SORI area with the a/D.R.D.O. Some new stock may be the answer; this would also demonstrate, in a practical way, the intention of the Administration to assist the area.

Communications

The construction of the KEREMA-KAINTEBA road through this area will be the main task for the KABEROPE people next year. Stacks of tools are being ordered and a check will be made of progress in planting gardens along the route.

I will discuss with you the possibility of an airstrip at or near PAINGOBA.

Technical and Clerical Skills

Half of the line recruited by Mr. Mundell returned home recently; the others are still on the job.

Economy of the Area

The figures given by the reporting officer speak for themselves

Possibilities of Expanding the Economy

The agricultural potential of the needs to be assessed by D.A.S.F.

Road construction appears to be the key to any economic development of this backward area.

Appendix B

Copies of this Register will be forwarded to KAINTEBA.

Appendix C

This village will be included in Kerema Bay C/D. I note the 1968 Directory includes it in Kerema Bay, but in practise it has been "shunted around" census registers in past years. There is a vast imbalance between number of males (72) and females (41) in this village; the imbalance has been fairly consistent since the 1960 censuses. I can find no explanation for it.

Appendix D

A total of 1249 people will form the proposed KABEROPE C/D; it can be expected that this total will increase more of these semi-nomads are contacted and settle down. The very slight natural increase in this area, would have been larger if it were not for the influenza outbreak.

Appendix E and F

Notes on Rest Houses and walking times will be valuable for future officers patrolling the area.

Appendix G

As can be seen from this Appendix, the planting of gardens along the road trace is vital to roadwork in the area.

3. Mr. Mundell has submitted a Report which, should provide the Administration with a firm and definite foundation on which to base the development of the area.

The report gives a wealth of information which will be most useful to Administration field officers of this Sub-District.

4. Typing of the first parts of the Patrol Report commenced on the 10/11/69 - it could not be finalised until later in the month due to pressure of other work on our part-time typist.

5. Claim for Camping Allowance for Messrs Mundell and Gungadin are attached.

6. For your comments and onforwarding, please.


(J.B. QUINN).
Assistant District Commissioner.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL REPORT No. 7/1969-70.

REPORT No.: Kerema No. 7-1969/70.

SUB-DISTRICT: Kerema.

DISTRICT: Gulf.

COUNCIL/NON COUNCIL AREA: Non Council area.

PATROL CONDUCTED BY: J. Mundell.

DESIGNATION: Assistant District Officer.

AREA PATROLLED: Lower Kaberope Census Division.

PERSONNEL ACCOMPANYING PATROL: Reg. No. 139, Sergeant 3/c DAIVI.
Reg. No. 171, Senior Constable POJARI
Reg. No. 609, Constable POKU.
Reg. No. 2099, Constable RICK.
Medical Orderly AUMIRI ENAPARU.
Interpreter GUNGADIN.

<u>DURATION OF PATROL:</u>	26.9.69 to 27.10.69	32 days
	3.11.69 to 5.11.69	<u>3 days</u>
	33 Patrol days.	35 days
	2 Field days.	<u> </u>

DATE AND DURATION OF LAST PATROL: 31.8.69 to 2.10.69. 33 days (part only).

OBJECTS OF PATROL: See next page for instructions.

TOTAL POPULATION: 1607.

MAP REFERENCE: Milinch of Kerema. Fourmil of Wau.

VILLAGE POPULATION REGISTER: Copies attached.

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KS 67-2-2

Sub-District Office
KEREMA , Gulf District
23/9/69

Mr. J. Mundell, A.D.O.
Sub-District Office

KEREMA

Dear Mr. Mundell ,

PATROL INSTRUCTIONS - KEREMA No. 7 of 69/70

Discussions between the District Commissioner , Deputy District Commissioner , myself and yourself refer .

2. Please make yourself ready to depart on a patrol to the lower KABEROPE Census Division in order to carry out the annual census in conjunction with an Area Study .

3. Your patrol should take at least five weeks , though your return is dependant on the arrival of Mr. Kimmorley , Land Titles Commissioner , at Kerema . You will have to return in order to assist him with the Murua land demarcation.

4. Your Instructions are as follows :—

- (a) Determine an efficient and effective administrative boundary between Kerema and Kainyiba. In order to do this, you will have to take into account ease of access , cultural affinities and similar factors .
- (b) Settle the people in villages or close groups of hamlets. Here again you will have to take into account local affinities and enmities . Abandoned villages should be listed for erasure from the Village Directory. New and existing villages should be listed and the people instructed to regard these villages as the base from which the Administration will work locally. Existing and new villages should be accurately marked on your patrol map .
- (c) Appoint or change Village Officials as you see fit. We have a number of V.C. uniforms in stock if you require them. Old and dilapidated uniforms should be exchanged . I also suggest you bring in with you on your return all the V.C.'s from the area for a short training course in Kerema .Building up their pride and confidence should pay future dividends .
- (d) Instruct officials and people in the construction of small rest-houses and police barracks in each village unit.
- (e) Instruct officials and people in the clearance of any roads

and walking tracks between villages . Tools and other equipment will be airdropped to you .

- (f) Ascertain possible airdrop sites .
- (g) Ascertain possible base-camp sites. The supposed cleared "airport" near PAINGOBA may be of value in this respect.
- (h) Conduct a census of the area which you decide can be best administered from Kerema . You will probably find a lot of duplicated names due to the nomadic habits of these people ; thus , previous censuses will need to be carefully checked.
- (i) Carry out an Area Study
- (j) Determine if the people are willing to work on the Kerema-Kaintiba road . Find out how many workers the area could provide for this project and whether they would be prepared to construct gardens near the road-trace .

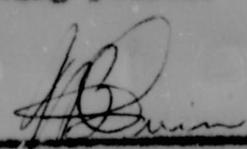
5. You will have an A.510 radio with you and you should maintain communication with Kerema.

6. An airdrop of food and any other equipment you require will be made to you , probably at the PAINGOBA site .

7. Arrange for patrol police with the Officer in Charge of the Kerema police-station. You may also care to select police who know the area from Kaintiba .

8. As you are aware, these people (though only a few miles inland from Kerema) are years behind the coastal areas . The District Commissioner wants them "settled once and for all , so that we can administer them properly " . When this basic work is done , the Administration can proceed to the further development of the area ; until it is done, the Administration is largely wasting its time .

9. I wish you an interesting patrol.



(J.B. Quinn, ADC)

cc. District Commissioner
KEREMA

TERRITORY OF PAPUA AND NEW GUINEA.

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KEREMA PATROL NO. 7/1969-1970.

PATROL DIARY

Thursday
25/9/69

First load of gear away by aircraft, to Kainteba, at 3-15pm. Aircraft returned at 4-20 and the pilot advised that the weather in the Kainteba area had deteriorated so badly as to make the second trip impossible. Retired to the station heartily disgusted.

Friday
26/9/69

Waited all day for the aircraft which arrived at 4-30pm. Loaded up and away at 4-45. Arrived Kainteba at 5-15 and was met by the Officer in charge, Mr. Coles. Discovered that 24 of our carriers had become tired of the wait and had returned to their village. Sent a messenger to bring them back. Discussions with Mr. Coles. Overnight at Kainteba.

Saturday
27/9/69

Carriers had all returned by noon but it is too late to make a decent start today. Re packed cargo for an early start in the morning. The bulk of the gear will go ahead one day as it will take them two days to reach Kwambega, our first stop. I will leave on Monday with the odds and ends and do the trip in one day. Read patrol reports of the area to be covered. Overnight at Kainteba.

Sunday
28/9/69

Organised the carriers away at 7-00am. The rest of the day observed. Overnight at Kainteba.

Monday
29/9/69

Left Kainteba at 8-05 am for Kwambega. Climbed the range immediately behind the station and followed along the top to reach the advance party's campsite at 11-00. Descended steeply to gain the Tauri river at 12-30pm. An hours walk downstream brought us to the cane suspension bridge which was safely negotiated by 2-00. Commenced a long climb up the next range and down the other side. Crossed and re crossed several small streams to finally reach the Kwambega rest house at 8-00, in the pitch darkness and pouring rain. The rest house is on a small creek directly below the Catholic Mission. Camped Kwambega.

Tuesday
30/9/69

Heavy rain delayed departure until 9-00 am. Climbed to Kwambega (also known as Kanabea) Mission arriving at 9-50. Spent one and a

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half hours talking with the Priest in Charge, Father Blake and his Layman. Left mission at 11-30 and walked along well graded track to Yandati. Waited for carriers and then set off again at 1-15 for Meiwari rest house. Reached there at 3-45. First of the carriers in at 4-00 and the last at 5-30. Set up camp in rest house. Purchased and issued food. Discussions with the people on roads into the Kaberope area. Many types of european vegetables here. Camped Meiwari.

Wednesday
1/10/69

Departed Meiwari at 8-05am. Crossed Wenna River and then followed Abaia Creek for 45 minutes. Branched off and climbed small hill to arrive at the site of old Putaia village in the Kaberope area. Spoke to the people for 30 minutes on moving down to the site of the new village. MADE arrangements for them to come down for census in the morning. Carried on to new Putaia which was reached at 1-00 pm. Set up camp. Village Constable and most of his men are out working on the Kainteba Murua road survey. Sent messenger to ask them to return. Purchased food and issued same. Camped Putaia.

Thursday
2/10/69

Paid off carriers from Kainteba who wish to return home. Five men elected to stay on, then changed their minds when the main line left. Still awaiting the return of the Village Constable, and the line from old Putaia. Checked census books and discovered that there were no sheets for this village despite the fact that it was censused last year and appears in the Village Population Register. Village Constable from Paingoba reported in at 9-00 after hearing of our arrival in the area. Had discussions with him. Sent some of our cargo direct to Paingoba and advised the people from there of patrol movements and objects. Awaiting the arrival of the Putaia Village Constable and his men before starting census. Had talks with those who were present and advised them of the need to form larger village groups and to construct and maintain good walking tracks. Village Constable from Timbaingauwa reported in at 3-00 to report that the Putaia Village Constable has gone down to Kerema. Was about to start the census when heavy rain defeated moves in that regard, and continued to fall for the rest of the afternoon. Issued food. Camped Putaia.

Friday
3/10/69

Commenced to revise the census in the early morning. Will treat this as an initial census as the sheets appear lost. Finished up at 11-30am. Medical inspection carried out. Had more talks with the people and gathered information for area study. Worked on census figures and typed new census sheets. Arranged carriers for the move tomorrow. Issued food. Camped Putaia.

Saturday
4/10/69

Departed Putaia, for Tamdekengo, at 8-30am after waiting for the rain to stop. Climbed up behind the village, retracing our steps of Wednesday for one hour. Waited for the carriers for 30 minutes. Set off again at 11-00 and gradually descended to Tamdekengo, which is on the banks of the Ivori (Ewaia in the local language) river, arriving at 1-00pm. Carriers all in by 1-45. Set up camp in the rest house. The village Constable here is from the Lohiki river area, some two days walk away but has now settled here permanently. Spoke with people and collected some information for area study. Arranged for the census in the morning. Much food purchased and issued. Camped Tamdekengo.

Sunday
5/10/69

Revision of the census and medical inspection early morning and was completed by 10-00. Village Constable sent to bring in some people who have never been recorded. General discussions with people on villages, roads and general problems of the area. Village Constable returned at 1-30pm with absentees who were duly recorded and lectured on their obligation to attend future census calls. Will also send the Village Constable to the Lohiki area to collect the rest of his linewho are living in that area and who have never been recorded. They can meet us at Paingoba. Recorded several more absentees as they wandered in. Made arrangements for the move to Wagi tomorrow. Talked with the Village Constable on the need to get his people into a compact group, and more important, to keep them there. Issued food. Camped Tamdekengo.

Monday
6/10/69

Departed Tamdekengo at 7-50am, after seeing the Village Constable on his way to the Lohiki. The track is good and mostly level, except for the final climb to Wagi. Arrived there at 9-15; the carriers at 10-20. The village is practically empty despite advance notice of our coming. There is a clear view of the Ivori/Swanson area from here. Compass bearings taken on several prominent peaks when the mist cleared. Spoke with the few people in the village during the afternoon. The Village Constable from here is also in Kerema. Purchased food and issued same. Camped Wagi.

Tuesday
7/10/69

Revised the census at 8-30am and conducted medical check. People wandering in all morning to have their names recorded. Many new names added to the list. Census all over by 11-30. Spoke with some people from Pamba who are visiting friends here. Advised that I would not census them this trip as their village lies in the centre of the Swanson river population and is most

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easily accessible from Kainteba. Lunch then all afternoon spent in discussions with the Wagi people. Subjects touched upon included the usual roads, aims of the administration, the need to settle down and local problems. Also settled several minor disputes by arbitration. Arranged to move to Ababia in the morning. Camped Wagi.

Wednesday
8/10/69

Departed Wagi at 8-00am after recruiting several extra carriers. Following along the ridge, after fording the Ivori River. Down to an unnamed creek which was crossed and then re crossed. Climbed the main range and followed it along to arrive at Ababia at 11-40. This is only a small village (20 people) so will move on to Udowa tomorrow. Set up camp in the rest house and had census and medical, finished by 2-30. Rest of the afternoon spent talking with the people on roads, villages and local problems. Settled several disputes. Further informal discussions in the evening. Issued food.

Thursday
9/10/69

Departed Ababia at 7-50am. Descended along small creek and reached the Ivori River at 9-30. Constructed small bridge as the river is deep and fast flowing here. All over safely by 10-30. Climbed steadily for one hour, then down for half an hour to arrive at Udowa at 12-05pm. This is by far the cleanest and best kept village we have seen so far. Set up camp in spacious rest house. Extremely heavy rain all afternoon. Worked on census figures and spoke with the Village Constable and other people. Gathered information for area study. Purchased and issued food. Camped Udowa.

Friday
10/10/69

Census revision and Medical inspection commenced in the early morning and completed by 11-45. Much confusion and duplication of names. Lunch then gathered all together for general discussions. The people are very keen on building the airstrip at Paingoba. Spoke on roads and rural development etc. Also discussed the possibility of amalgamating the Kikiapa people with Udowa. This idea came from the people themselves who have friends and relatives in that area. Further talks until 3-30 when heavy rain broke up the meeting. Typed census sheets. Purchased food and issued carriers. Camped Udowa.

Saturday
11/10/69

Left Udowa at 7-45 after arranging for the Tovia people to come to Paingoba for census. They are a small hamlet, near Udowa, which has not previously been censused. Climbed steeply immediately behind Udowa and continued climbing all the way to Paingoba where we arrived at 9-00. Set up camp in the rest house. Inspected the "cleared airport"

and found it no bigger than a good sized parking bay, with a hump in the middle. The Village Constable from Tanitoia reported that his people were all present and awaiting census. Unpacked the cargo which had come direct from Putaia. Spoke with the Village Constable and various other people. Put up aerial for A510 transceiver. Bought food. Camped Paingoba.

Sunday.
12/10/69

A quiet day. Had a good look around the village. This appears the best site for a base camp as over 50% of the population of the area is within a few hours walk of here. People set to gathering timber for a new rest house. Found, from bitter experience, that this one leaks like a sieve and is generally in a poor state of repair. Made arrangements to conduct the census in the morning. Talked with the Village Constable on various matters. The Tovia people came in for census. Talks with them on joining up with the Paingoba or Udowa groups. They do not seem too keen on the idea but will bring it up again at the census. Issued food. Camped Paingoba.

Monday
13/10/69

Set up A510 to contact Kerema. Medical orderly submitted list of drugs that he needs to be included in the air drop on Wednesday. Had people standing by for census, whilst attempting contact. Raised Kerema at 8-15am and passed several messages, mainly concerning Wednesdays air drop. Commenced census revision of Paingoba at 8-45. Tovia people set to cutting more timber for the rest house whilst awaiting their turn. Much confusion, during the census, re names and the whereabouts of some people. Rain interrupted work several times but had Paingoba and then Wotapaiyi finished by 3-00. Medical check completed by 4-00. The Kikiapa people turned up with their village Constable. They intend to amalgamate with the Udowa group, which is a good move. The Putaia Village Constable of Putaia also turned up ex Kerema. Sent him back to his village to bring those people who evaded the census last week. Issued food. Camped Paingoba.

Tuesday
14/10/69

Conversation with the Assistant District Commissioner at 8-10am. Arranged further skeds at noon and 4-00pm. Started the initial census of the Tovia people at 8-30am, and finished at 10-30. Inspected the airdrop site and had some tall trees removed from the sides. Also had two large fires prepared to make smoke. Had talks with the various Village Constables that are gathered here. Spoke to Kerema at noon. Checked on work at drop site. The Village Constable from Tamdekengo arrived back with only a few of

his people, the remainder being scattered throughout the Lohiki river area. Started work on the new rest house. Spoke with Kerema at 4-00 and was advised that the drop has been postponed for 24 hours as the aircraft is out of hours. Issued food. Further medical checks. Camped Paingoba.

Wednesday
15/10/69

The Putaia absentees turned up and were recorded. Also spoke to them regarding their obligations to attend all future censuses. Censused the Kikiapa people, and was interrupted by rain several times. Continued with the construction of the rest house. Talked with the five Village Constables on road work in their area. Saw Kikiapa people gathering timber for their new houses. Rang Kerema at 4-00 and was advised that the airdrop would be at 7-45 in the morning. Bought food, including a pig. Camped Paingoba.

Thursday
16/10/69

An old man, who had been carried in from Kikiapa for medical treatment, died last night at mid-night. Much mourning all night and all this morning. Lit fires on the drop site at 7-45. Heard aircraft in the distance at 8-35 and fired off parachute flare. Dropping commenced at 8-40 and finished twenty minutes later. All rice packages burst on impact and only about 15 lbs could be salvaged. Sugar and salt likewise. Personal supplies, saw tins of condensed milk and meat explode and mingle with the contents of a bottle of iodine which also broke. Retired to the rest house to salvage what we could, and repack what was salvaged. Lamenting for the deceased somewhat curtailed work today, but still managed to add to the rest house. A downpour which lasted all afternoon and well into the night, halted all work at 2-30pm. Talks with local people and Village Constables in the rest house. Issued food. Camped Paingoba.

Friday
17/10/69

Kikiapa people to Udowa to bury the recently departed. Organised work on the rest house. Made enquiries on the best roads to the Timbaingauwa and Ivana areas. Settled few minor disputes by arbitration. Worked on census figures for most of the afternoon. Gathered some information for area study. Spoke with Assistant District Commissioner at 4-00 and made arrangements for skeds during the next week. Continued work on the rest house. Issued food. Camped Paingoba.

Saturday
18/10/69

Organised working parties. Feeling poorly and was ordered to bed with a heap of pills. Camped Paingoba.

Sunday
19/10/69

People gathering final lot of materials to complete the rest house. Patrol personnel washing clothes and generally cleaning up the camp area. Had all Village Constables in individually and discussed their areas with them, and what could be done to improve them. Also had informal discussions with other village people. Made arrangements to inspect alternative airstrip in the morning. Issued food. Camped Paingoba.

Monday
20/10/69

To a ridge due west of the rest house to examine airstrip site. A good deal of work will be required to level off the top of the ridge. A length of just under 2000 feet may be possible with a lot of cutting and filling. Advised people to concentrate on the development of roads, rather than the airstrip. Rest house is nearing completion, as is aid post commenced by the people last week. The Village Constable from Yawaimungo reported in. Advised him I would move down to his area on Wednesday, and to have his people ready for census. Terrific rain and electrical storm for most of the afternoon. Held informal talks in the rest house. Issued food. Camped Paingoba.

Tuesday
21/10/69

Spoke with Kerema at 8-00am and arranged call with Kainteba at 4-15 this afternoon. Inspected rest house and aid post. Gathered people together for the final discussions before we move to Yawaimungo, and ports to Kerema. Spoke on the aims of the Administration, roads airstrips and rural development in general. Gathered more information for area study. Most of the afternoon spent hearing minor complaints and one Local Court case, in which a man was sentenced to one month's imprisonment for adultery. Recruited some labourers for the Kerema / Karame road. Issued food. Camped Paingoba.

Wednesday
22/10/69

Departed Paingoba at 8-45 am after some difficulty in recruiting carriers. Climbed first small range and reached the new site of Wotapaiya at 10-45 am. From here one can see down to Kerema - bearing 188 degrees. Climbed main range, then began descent to Yawaimungo at 12-10 arrived at a spot with a clear view of Yawaimungo, Timbaingauwa and Batya. Went on to arrive Yawaimungo at 12-25. Set up camp in rest house. Census revision and medical inspection commenced at 2-00 and completed by 4-45. General discussions on area development etc until dark. Further talks after evening meal. Camped Yawaimungo.

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Thursday
23/10/69

Left Yawaimungo at 8-30 after short discussions on roadwork. An easy walk to Timbaingauwa arriving at 9-30. Set up camp and had census and medical check finished by 1-30pm. Usual discussions on usual subjects until 5-00pm. Worked on census figures and the typing of new sheets in the evening.

Re-cruited some labourers for the Kerema roads. Further talks with the Village Constable, mainly on roads. Purchased food. Camped Timbaingauwa.

Friday
24/10/69

Departed Timbaingauwa at 8-25am for Banya. Track well cleared and walking easy. Crossed several small streams and then climbed the final hill to Banya, arriving at 9-30. This is a well kept village with a good view of the lower Lohiki area. The Village Constable advised that the two Police, sent to join us from Kerema are still at Iawangeni. Rang Kerema and asked Assistant District Commissioner to have them return to Kerema, as they will be of little use to us now. Sent one Constable to Agumina hamlet to have people come in for census. Commenced census revision and medical check of Banya whilst awaiting them. Several cases of suspected influenza discovered. Advised Kerema by radio. Held general discussions with people on a variety of subjects. Constable reported back at 6-15 to advise that the Agumina people have moved permanently into the Kainteba area. Issued food. Camped Banya.

Saturday
25/10/69

Contacted Kerema, but no messages. Left Banya at 9-25 and descended to Ipana creek. Climber one small range, then the main divide and arrived Wamde at 11-40. Met two police from Kerema who had carrier troubles and had taken the wrong turn. Set up camp. Rest house in need of repair, but otherwise village in good order. Census and medical check carried out. Numerous coughs and chest complaints, several of which are serious. The Village Constable reports that Ipana village has moved to the Kainteba area. The Village Constable and his family are reported to be in the bush between here and Kainteba. Discussions with local people. This village is the keenest so far to see the Murua road put through. One census evader prosecuted, and several new names added to the sheets. Purchased food. Camped Wamde.

Sunday
26/10/69

Left Wamde at 7-50am for Iwaiyu. The road is hilly but generally well cleared. Crossed several small streams, then a very steep climb to Iwaiyu arriving at 12-50. Set up camp. Village has only a few old people and the Village Constable is in Kerema awaiting trial on a charge of murder. Census revised and medical inspection carried out during the afternoon. Had talks with what people there were in the village. Work on census figures. Camped Iwaiyu.

Monday
27/10/69

Spoke with Assistant District Commissioner and arranged transport from Mamuro at 1-00pm or later. Departed Iwaiyu at 8-50 for Iawangeni and arrived at 11-40. Track up and down and not graded. Village completely empty; sent runners in all directions who returned after an hour to report no contact. Waited until 12-25 and when no one turned up left for Mamuro. Arrived after 1½ hours walk. Canoe and Assistant District Commissioner arrived at 2-30. First load, including myself to Kerema at 2-30. Arranged food and accommodation for officials and labourers.

Monday
3/11/69

Organised transport to go to Mamuro to complete census of Iawangeni, Mamuro and Sari, arriving at 11-45. Kaberope officials, who are returning home after their instruction course, accompanying. Gathered Mamuro people together and revised census. Iawangeni and Sari not done as they are still being contacted. Sent out further messages and arranged to return tomorrow and stay the night. Returned to Kerema at 2-45pm.

Tuesday
4/11/69

Awaited return of dingby from Kerema. Left Kerema at noon and arrived Mamuro at 1-25pm. Set up camp and gathered people together. Censused Sari and Iawangeni. Many absentees in Moresby and Kerema. Held discussions until 6-00pm. People claim that gardens have failed three years in a row and they are nomads by necessity. Arranged carriers for Medical Orderly on temporary duty here to go to Iawangeni and Iaiyu to check for cases of influenza. Further talks on Kajnteba / Murua road and the need to construct gardens along the route of the survey. Camped Mamuro

Wednesday
5/11/69

Talked with various people until dingby arrived at 8-15am. Arrived Kerema at 9-10. Returned equipment to store.

End of Patrol.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 7 /1969 - 1970.

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SITUATION REPORT

Introduction

The patrol was mounted for the main purpose of conducting the annual census and area study of the lower Kaberope area; and in addition, to provide an appreciation of the area so that a working boundary between the Kerema and Kainteba Administrative areas may be determined.

Lower Kaberope patrols are usually mounted from Kerema and proceed into the area from the South, commencing and concluding at Mamuro village. Due to the non availability of carriers at Mamuro, this patrol flew to Kainteba Patrol Post by chartered aircraft and walked the reverse track; ie North to South, as carriers are plentiful in the Kainteba station area.

The Kaberope Census Division, as such, does not officially exist, the area patrolled being included in the Hangoia and Wenta Division controlled from Kainteba. However, recommendations will be made later in this report for an area to be called the Kaberope Census Division to be administered from Kerema, with several of the present Kaberope villages being controlled by Kainteba.

Political.

The area patrolled, is not covered by any ^{Local} Government Council, although Mamuro on the Southern border of Kaberope is within the Kerema Bay Local Government Council area. It has a Councillor and its inhabitants pay a tax somewhat lower than the rest of the Membax villages.

Members of the House of Assembly have not yet visited the area. This is to be expected, as walking is the only method of communication at present. In addition it takes an average of three weeks to cover all villages, and, due to the nomadic nature of the people a Member could not expect to see more than 20% of the population, unless he was prepared to spend much longer than three weeks in the field. There is no doubt that previous, and incumbent members, consider that 800 odd votes, hardly worth the time and expense.

Therefore it is not surprising, that there is no comprehension of the House of Assembly; most people do not even know of its existence. Patrols compiling the Common Roll gave some instruction on the House and its work, and mobile voting teams were on hand during the election period. All village books carry comments such as "H of A election held today. 100% informal votes as none of the candidates have been here and the people have not the faintest idea of what is going on."

This patrol spoke and attempted to foster discussions on political matters such as the House, Central Government, Local Government and so forth. Comments by one man at Udowa village are indicative of the attitude of the whole area. He said "We cannot hear this talk as we do not know anything about it; nor have we seen it. Talk about things we understand like roads, bridges, Aid Posts and other things that will help us to live properly". From this one can see that, at present, the Kaberope people are interested in material things and those from which they can derive immediate and visible benefit. They have little idea of matters outside their own sphere of activities and no apparent desire to find out. The slow job of advancement and education which was commenced in other areas of the District years ago must now be commenced within the Kaberope. I do not believe that we can count some 16 patrols, (most of which were of a punitive nature) in the last 17 years, as

adding to or indeed commencing the education, political or otherwise of these people.

Firstly they must be encouraged to settle in communal groups, instead of moving around the bush. Once this is done a continuing policy of administration can be worked out and even possibly adhered to. This matter was stressed during the patrol and in some cases we stood by whilst wanderers commenced the construction of a permanent house within a village. However one cannot help but get the feeling that, as soon as you leave the area, things will return to normal and all thoughts of communal life be forgotten. Settlement of the Kaberope is a job in itself as the people are highly individualistic and are apt to "go bush" at the slightest hint of an argument or any trouble in the village.

Remedial Action, along the following lines may tend to encourage communal living, and form a firm basis for future administration :-

1. The establishment of at least one (preferably two) aid posts in the area. This will be discussed in detail in the Social section of this report.
2. Staff permitting, the establishment of a standing patrol working out of Paingoba village. Further details will appear under Miscellaneous.
3. The positioning of a radio receiver in each centre of population, and a greater time allocation to the ~~Karama~~ language program. Further details under Social. KAMIA
4. A firm policy and full patrolling program by the Department of Agriculture. See under Economic.
5. An adult community education course for selected families to be held at Kerema. Details under Social.

This by no means is a full list, but are a few thoughts which could be implemented with the present facilities available to the Administration. Each and all of them are designed to encourage the people to settle down so that the real task of advancing their political, economic and social well-being can be commenced.

Economic.

There is no development of this nature in the Kaberope. Apart from a short exploratory visit in 1965 (for which it appears there was never a report) D.A.S.F. have shown little interest in the area. Staff has been a limiting factor, however it is understood that a Rural Development officer is to undertake a detailed survey of the whole division early in January of next year. It is hoped that a District Administration patrol can be mounted at the same time to ensure that this officer obtains maximum co-operation and sees as many people as possible.

Unfortunately vegetable seeds were not available when this patrol took to the field. It was intended to distribute a variety of seeds in each village and advise on their planting and future cultivation. European type vegetable should grow well, and have proved successful in the Kainteba area which has similar soils and climate to the Kaberope.

Marketing facilities are at present nil. Any produce would have to be carried either to Kainteba or Kerema for sale. The return would not be great in the initial stages, being limited to 20 or 30 pounds per person. The advent of the Kainteba/Murua road

in the distant future will undoubtedly improve this situation.

So far there is no cash cropping in the Kaberope. A trial planting of Cardamon is shortly to be established at Kainteba, and, should this be successful it may be introduced into this area. There are other crops of this nature which may prove suitable and provide the basis for a future cash economy. I feel that if some form of cash cropping can be introduced in the near future it will ultimately speed up the opening of a road system. If the people can see a definite need for road communications, in this instance - to get crops to a purchasing area, it must surely encourage sustained effort in putting the road through. So far, all they have to work on in the rosy picture of vehicles running up and down their proposed roads, doing nothing but carting administration officers to and fro.

There is needless to say, no non indigenous development taking place. What the future holds is hard to say, and would depend largely on the findings of specialist departments such as Agriculture, Forestry and Lands, Surveys and Mines.

Social.

There are no schools, either Administration or Mission. A Mission school run by the United Church at Sori was closed several years ago due to lack of support. The Sori people claim they did not support the school because it was unstaffed more frequently than not, and the education received by their children was not worth having. There was talk of re-opening this school at Mamuro but this came to nothing when the Circuit Minister discovered an empty village on both of his visits. We therefore have the unfortunate situation where the people say "we will not support your school because the teachers are always being transferred or are absent" and the Mission saying "we will not re-open the school until you can show us that you will give the necessary support".

The Administration has not made any effort to open schools nor can they be expected to until the people have clearly established themselves in village centres.

Apart from the epidemic of influenza which is currently sweeping the Kaberope, the general health of the people is good. Medical Orderly Aumiri Enaparua from Kerema accompanied the patrol and carried out a thorough medical examination in conjunction with the census. Over 1,000 people were seen and treatments given were as follows.

Diarrhoea	2	Lacerations	2
Tropical Ulcers	2	Scabies	20
Yaws	2	Skin Complaints	1
Minor Sores	79	Abscess	2
Boils	4	Influenza	236
Malaria	9		
Tinea	18		

I feel that the figure for influenza treatments is somewhat pessimistic. In his enthusiasm to discover some case he probably recorded minor coughs and chest complaints which are always found in mountain areas. That the flu is in the Kaberope there can be no doubt, but I would put the number of confirmed cases discovered by this patrol at no more than 150, apart from the flu the inspections did not disclose any serious ailments.

Most patrols to the Kaberope have advocated the establishment of an Aid Post and I, in turn, would add to these requests. To date, all medical attention has been given by patrols which only stay in villages for a limited period. They are also restricted to carrying only the necessities because of weight and carrier problems.

Recorded deaths total only some 40 persons for the whole area. However, I would put the actual death rate at a much higher figure. It often happens that children are not censused until well into their first year and thus deaths of children under one year are hard to gauge. Previous patrols have commented on this factor also.

The establishment of an Aid Post would also help considerably to combat sorcery, which is ~~rise~~ in the Kaberope. Strange as it may seem western medicine is eagerly sought by those who claim to have had sorcery made against them and is regarded as being superior to traditional methods. The Village Constable from Udowa told me that "Someone made sorcery against me and I would have died had not a patrol given me medicine that finished the spell". Perhaps the staffing of the post with an orderly, who has also completed a Health Education course, could prove of value here.

As the site for the first Aid Post in the Kaberope, I would select Paingoba Village, which is the centre of over half the population of the area. Set out hereunder is a list of villages and population which would be covered, and travelling times to get there.

<u>VILLAGES.</u>	<u>POPULATION.</u>	<u>WALKING TIME</u>
1. Paingoba	191	1 hour 40 minutes
2. Udowa	140	1 hour 10 minutes
3. Tovia	110	1 hour 30 minutes
4. Wetapaiyu	110	1 hour
5. Yawaimungo	116	2 hours 30 minutes
6. Timbaingauwa	104	3 hours 10 minutes
7. Kikiapa	47	1 hour 10 minutes
8. Putaia	101	2 hours 30 minutes
	<hr/> 919 <hr/>	

From the foregoing it can be seen that 919 people, which is close on 68% of the total population of this census division, are in easy travelling distance of Paingoba. It is realised that the Public Health Handbook states that an Aid Post cannot be established if there is less than 1,000 people, however, I do not feel that the majority of a census division should be neglected because they fall a few short of this number.

The Paingoba area is fast becoming the most settled, and it is hoped that an Aid Post would be a major factor in keeping the people together and perhaps cause others, who are at present scattered, to move into the complex.

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Supplies would have to be walked in from Kerema; a trip which takes two to two and a half full days. I have a firm assurance that carriers would be made available for these supply runs on a rotation basis. In anticipation of a favourable response from Public Health the Paingoba complex has already constructed an Aid Post of considerable size plus a residence for an Orderly. These were almost completed when I left the area and are to be finished off by the team at present treating influenza victims there. An area of good land has been permanently allocated to the post for a subsistence garden which may have already been planted.

Services provided by the Administration are limited to one radio receiver at Wamde village, placed in the care of a former announcer from Radio Kerema. The set is extremely popular and is in constant use. A listening hut has been constructed and is also in use. It is considered that the issue of further sets would be advantageous to the Administration.

Suggested recipients of receivers would be

Paingoba	Population	191
Udowa	Population	140
Wagi	Population	180
Putaiia	Population	101
M'Bauya/Onda	Population	124

This would give a good coverage of the whole area, with special emphasis on the larger centres of population. Programmes could include the usual patrol announcements, music etc. but with a leaning toward simple political education. Interviews with Kamia people in and around Murua and Kerema (including the Councillor from Monuro) should also prove of value if these interviews could be geared to show the benefits of communal life as opposed to nomadic subsistence farming. A short news program detailing developmental activities of other groups within the district could prove interesting. Any increase in broadcast time would benefit not only the Kaberope people but the whole Kainteba area as well. Recently twelve receiver sets have been added to those already distributed in and around Kainteba.

Law and order is preserved and extended by the Village Constables and unofficial councillor, of which each village has at least one Constable. Patrols are regularly pressing home the point that murder, assault, adultery, stealing and so on, are against the law and offenders are liable to a spell in Kerema at the Corrective Institution.

All village officials were recently given a short course at Kerema. They visited each Administration Department and were conducted around by Local Officers who explained the workings and aims of each. It is hoped that much of what they learned will be disseminated in the villages, showing that there are other facets of Administration other than D.D.A. and Police with whom, one hopes, these people will eventually see and work with.

Not Apart from the ill-fated school at Sori the Missions have made other advances into the Kaberope. The Catholic Mission at Ihu made a visit to the Ivari Swanson area in 1965 but have not any immediate plans. The Catholic Mission at Kanabea in the Kainteba area sometimes visit the Northern villages but have not yet made sufficient impact whereby a village group will identify themselves as Catholics. I feel that any spread of influence will come from the Kainteba area (Lutheran and Catholic Missions) as they are counterparts in the coastal areas, *less tied down with the administrative of plantation and schools than their.*

There is no youth work, community education or Womens

clubs in the Kaberope. However I would suggest that a simple community education course for selected married couples could be of some value. Briefly one couple from each village would be selected and brought to Kerema. Preference would be given to those unencumbered by young children an apparent desire to learn and ability to pass on information and ideas when they returned home.

Subjects could include child care, nutrition, personal hygiene and like subjects for the women and simple carpentry, agriculture, road construction etc for the man. In addition, arrangements could be made for the men to attend a meeting of the Local Government Council and the women a Womens Club meeting.

If this idea is thought to have merit, a detailed course could be prepared after consultation with Officers of Specialist Departments. For obvious reasons of accommodation etc, the initial group should be kept as small as possible (say ten couples) and if the idea proved successful further courses could be arranged until two or three couples from each village had attended. In this manner the problems of lapse of interest, migration etc, would be mimimised and one would hope to have at least one, if not two families in each village actively engaged in attempting to improve the lot of their fellows.

A report on rest houses and their condition can be found in the appendices.

Miscellaneous.

Although not listed, one of the objects of this patrol was to advise the people in the Southern most villages that a application for a Prospecting Authority and Permit to Enter their area had been applied for by a Mr. Landell Jones. It was intended to advise them of their responsibilities to prospectors entering the area, their right to compensation for any damage caused, and their right to the payment of occupation fees. This matter had been given considerable publicity over Radio Kerema and a patrol had already visited Mamuro and Sori and given talks on the subject. On our arrival in the lower reaches of the Kaberope it was discovered that the applications had been cancelled, so no further action was taken.

Sites for base camps were examined and I would recommend Paingoba village. As already stated 68% of the total population of the area is within 3 1/2 hours walk and there is also a good drop site available. There is also a possibility of a light aircraft strip being established on an adjoining ridge. A little under 2,000 feet may be possible with a lot of cutting and filling. I have also suggested Paingoba as an Aid Post site in the Social section of this report. The people are the most co-operative in the area and the establishment of a camp could do much to encourage a renewed understanding and respect for the Administration. Staff permitting, a standing patrol working out of this site would be of immense value. As previously stated, most contact with the Kaberope has been by punitive patrols who move quickly through the area picking up suspects and generally disrupting the life of the inhabitants. Continued contact by a standing patrol would do much to eliminate the conditions that make these expeditions necessary. The Administration could then commence the overall development of the area along the lines of a previously formulated policy.

One of the main objects of patrol was to "determine an efficient and effective Administrative boundary between Kainteba and Kerema". In this regard I would make the following recommendations.

1. That the villages of Pio, Pamba, Maiye, Wagi, Tandekengo and Ababia at present controlled by Kerema, pass to Kainteba. They could be censused with the Ivori/Swanson peoples. Pio, Pamba (or Famba) and Maiye are in the midst of the main Ivori/Swanson population and I cannot imagine why Kerema patrols census these two villages and leave numerous neighbouring peoples. Wagi, Tandekengo and Ababia are closely related to Pio and Pamba and their ties lie to the North rather than to the South into the Kaberope proper. Access is easily obtained from the upper reaches of the Ivori/Swanson, which is roughly four to five days carrying time from Kainteba. The attached map shows the suggested boundaries between the Kaberope, Swanson/Ivori, Hangaia and Wenta Census Divisions.

2. That an area containing the following villages be administered from Kerema.

- | | |
|-----------------------|-----------------|
| 1. Putaia | 8. Timbaingauwa |
| 2. Udowa | 9. M'Bauya |
| 3. Paingoba/ Tanitoia | 10. Onda |
| 4. Tovia | 11. Wamde |
| 5. Watapaiyu | 12. Iwaiyu |
| 6. Kikiapa | 13. Iatangi |
| 7. Yawaimungo | 14. Sori |

The above are accessible from Kerema (carriers permitting) and their interests and ethnic ties lie to the South. They are completely divorced from the people further North.

3. That Mamuro be included in the Kerema Bay Census Division. There has been much confusion regarding this village. Kerema Bay patrols believed it to be in the Kaberope and Kaberope patrols believed it to be in the Kerema Bay Division. Thus it is most difficult to find out when it was last censused. As previously stated, the Mamuro people are under the control of the Kerema Bay Local Government Council and I can see no purpose in recording them with the Kaberope.

J. Mundell
J. MUNDELL.
Assistant District Officer.

Area Study.

Introduction.

This report is concerned with the Lower Kaberope area which lies directly north of the Gulf District Headquarters of Kerema. The area is west of the Albert Divide which, with parts of the Murua River forms the eastern boundary. For the purpose of this patrol the Ivori river was taken as the Northern boundary, although the villages of Wagi and Ababia which are North of the Ivori were visited. The Kaberope also includes the headwaters of the Lahiki river which, together with the Ivori, flows Westward into the Vailala. The southern boundary is the village of Mamuro lying on a small creek which flows south east into the Northern part of Kerema Bay. Mamuro is included in the Kerema Bay Local Government Council area and recommendations have been made in the situation report to have it included in the Kerema Bay Census Division.

Broken mountain ranges and shallow, fast flowing streams from the main Topography. Generally the mountains are not high; ranging from several hundred feet just north of Mamuro to 2,000 feet in the Paingoba area and 4,000 feet in region of the Ivori headquarters. Even so that Kaberope is a difficult area to patrol as most of the tracks are straight up the sides of the ranges and straight down the other side. Steps are presently being taken to have this situation remedied and will be discussed elsewhere in this report.

The Kaberope is densely wooded with rain forest. The southern portion falls within the Forestry Department's Kerema Timber area. There is a good quantity of millable timber which could play an important part in future development. Access is the main problem at present, and will remain so until the Kainteba/ Murua road becomes a reality. The people do not experience any shortage of building materials, although bamboo leaves are used for roofing purposes as there is no long grass whatever in the area.

Climatically the area is quite pleasant. Days are warm and nights cool, and one requires up to three blankets in order to sleep comfortably. Temperatures would range from the high seventies during the day to the low sixties during the night. Rainfall records are not kept; however, I would estimate that well in excess of 200 inches falls each year. With the exception of three days, it rained, and rained heavily whilst this patrol was in the field. In common with most mountain areas most rain is experienced during the late afternoon and night.

Access to the Kaberope is usually by water to Mamuro, and thence by foot for the rest of the way. Due to a paucity of carriers in the Mamuro this patrol flew to Kainteba and walked from there. Kainteba does not experience any shortage of carriers. The distance, in terms of walking times is roughly the same; three days to the population centred around Paingoba. If one were to push things it could be done in two and a half days from Kainteba. There are no vehicular roads, however a road linking Kainteba with Murua has been pegged. The accompanying map gives details of direction and a full report will appear elsewhere in this area study. The nearest shipping point would be the wharf at the Murua Agricultural Station, and the nearest airstrip at Kainteba some 30 miles to the north east. Kerema airstrip is roughly 40 miles to the south. The nearest road would be a partially completed section of the

Kainteba/Murua road in the Meiwari and Paina areas, which can be seen on the map.

The Kaberope has not had a great deal of Administration contact over the years. From the records available it would seem that seventeen patrols have visited the area. Patrols from Menyanya and Kikori have also passed through but did not spend any time contacting the people. Most patrols have been of a punitive nature; entering the area, picking up their suspects and then departing in haste. Only in the last few years have patrols entered on routine business, concentrating on settling the people rather than removing varying numbers of them to Corrective Institutions.

There are no cargo cults or similar movements apparent in the Kaberope. Sorcery is still very prevalent and does cause unrest from time to time. An examination of murders committed would show that over 90% are mixed up with sorcery one way or another. All sickness is attributed to spells being cast by some person harbouring a grudge. There is never any evidence to support these allegations of sorcery and the person accused of causing the sickness is extremely upset lest he or she get a name as a sorcerer. Once such reputation is established blame for all manner of ills is laid at the offender's doorstep and quite often his or her lifespan is considerably shortened - with an axe. There is little that can be done here, apart from education by increased contact and perhaps the establishment of an aid post. This has been mentioned under Social in the situation report.

Population - Distribution and Trends.

Copies of the latest village population register are attached. I have broken the register into three parts, so that the reader may consult them in conjunction with other parts of this study and the situation report. The parts are (a) those villages that I have recommended go to Kainteba. (b) those that I have recommended be known as the Kaberope Census Division and (c) Mamuro village which I have recommended be included with Kerema Bay.

On checking the population register with last year's, the following will become apparent.

1. The villages of Ivana, Pamba, Pio and Maiye do not appear in this year's register. Ivana is now abandoned and the people have migrated to the Kainteba area. Pamba (or Pamba),, Pio and Maiye are in the Ivori/Swanson area and were not visited. Reasons have been explained under Miscellaneous in the situation report.
2. Iri and Putaia were treated as being censused for the first time. Although the census patrol visited them last year, no trace of the census sheet can be found.
3. Tovia was censused for first time. The last patrol did visit the area but for some reason a census was not done.
4. Villages do not balance. There are various reasons for this, the main one being that with about three exceptions all last year's figures were incorrect. To take some examples. Paingoba's population is recorded as 271 yet there were only 162 names recorded on the census sheets. Onda's population was recorded as 35 yet there were 44 names on the sheets and so on. Also, numerous new names were added and duplications deleted.

The following points also need clarification.

1. The population of Mt. Bauya has fallen from 136 to 84. This is occasioned by Agtemina hamlet migrating to the Kainteba area.
2. Tanitoia village is censused with Paingoba and is included in the same set of census sheets.
3. Iuiu village has almost died out and the survivors have all fled west toward the Vaillala. Some of the Kikiapa people have also done likewise and their total falls from 85 to 47. Several of the Tamdekengo people are reported to be in that area also. The next Upper Vaillala patrol from Ihu Patrol Post should be asked to check this migration on its visit to Koko as the people may intend to settle there and be administered from Ihu. None of the other Kaberopes have heard of these three groups for over a year.

I have listed each village in alphabetical order together with the usual place of census, as an appendix to this report.

Generally speaking, the revision of census in the Kaberope is one great headache, but it is never boring. Men have several names which they use from time to time, and they usually have a different one at each census. One may call the recorded name solidly for five minutes with the owner of same sitting a few feet away in stony silence. It is not the name he is using at present.

After a while I found that it is easier to call the wives name first, as they seldom change, and are usually more attentive than their husbands. Children also present a problem. The owner of a name who was a two year old last year turns out to be a teenager this year with his father swearing that the "kiap" must have confused the names. They are accomplished liars and, although this patrol did its utmost to put the census in order I am sure that the next officer will still have problems.

All villages in the division are linked by walking tracks. As previously discussed, they are seldom graded and follow the shortest route between given points ie straight - without thought of hills or streams. Instructions were given for the improvement of all tracks together with practical demonstrations on what is required. Quantities of tools and other equipment were left in selected villages, for this work, and these will be enumerated under communications. Also for the benefit of future officers, walking times and short notes on the condition of tracks has been included as an appendix.

Social Groupings.

There are five main social grouping in the area under survey. They are -

1. Hangoia - around Sori.
2. Hapea- encompassing, Iwaiyu, Wande, Mt. Bauya, Putia and the Paingoba groups.
3. Metumia - encompassing Mamuro and Iawangeni.
4. Dekwata - encompassing Maiye, Paa, Pamba and other Northern villages.
5. Kuata - encompassing Tovia, Udowa, Kikiapa and Iuiu.

All five groups understand each and speak the Kania language. The Kuata group speak a dialect called Pekieva which is a dialect of Kania. They are readily understood throughout the other villages.

There is no permanent state of enmity amongst the groups, although disputes between individuals and sometimes between groups do occur. Such disputes are often brought on by suspected sorcery, adultery or land disputes. They are not serious disputes and with the possible exception of those in which sorcery is involved, peter out without any serious consequences. One such dispute concerns the Mamuro people. Village officials from the Upper villages claim that the Mamuro's will not assist them with food and transport when they are bringing law breakers to Kerema. The Mamuro people say that this is only an excuse, put up by the officials who do not like coming to Kerema because of the long walks involved. An assurance was extracted from the Mamuro people that in future they would assist any person from the northern areas wishing to come to Kerema.

It was found that the Kaberape people are extremely reticent about giving information relating to social and group life. Attempts to draw them out were not successful and I thought it better not to persevere the matter. A gradual retreat from this attitude will come with more regular and prolonged contact.

Leadership.

There is only one elected leader in the area, the Councillor at Mamuro. All other villages have appointed Village Constables, who seem to be doing their best under the circumstances. They are young men and are thus a little afraid to use their authority to the best advantage. Their support from the Administration is confined to our occasional visits to the villages for a few days. Most of them make a valiant effort to impress when a patrol is visiting but it is only too obvious that this activity is only of a temporary nature. This patrol attempted to give all officials maximum support and short talks were given in all villages on the responsibility of the people to obey their particular Village Constable.

All Village Constables were brought to Kerema at the conclusion of the patrol and given a general education course lasting ten days. During this period they were conducted around the Departments of Agriculture, Public Works, Transport, Public Health and Police. A local officer from each department was seconded to give a brief description of the aims etc of his particular section, with particular emphasis on what benefits, if any, they could eventually bring to the Kaberape.

The course appeared to be well received and all officials were able to tell me what the main points they had grasped. They were instructed to pass what they had learned to their people. Future patrols can assess to what degree, if any, this has been done and how this information was received by the people.

Individual leaders who stand out are.

Village Constable NANERA of Tandekengo.

A young man originally appointed in the lower Iahiki area. Moved to Tandekengo and was responsible for getting many of his people to move up and settle down. As yet a little frightened of his position but should improve with assistance from visiting officers. Cannot speak Motu or Pidgin.

WEMINI NANAKAWO of Ababia.

Also a young man, and, along with many people in

in the area learned Motu whilst doing a "stretch" for murder in Bomana. Was of great help to this patrol and is the acknowledged spokesman for the Ababias.

Village Constable OVANI of Udowa.

Has the neatest and best kept village in the area. Is not frightened to use his authority but is convinced people are always making sorcery against him. Aged about 36, has a mind of his own and sometimes needs to be kept in check. Was imprisoned in 1967 for hiding people from a census. Speaks Motu and Pidgin.

Village Constable SAIMONI of Wamde.

Another younger man. Was of great help on Kainteba/Murua road survey, and to this patrol. Perhaps the most progressive official encountered. Is doing his best but is not much liked by his people. This is probably why he is a good official. Speaks Motu and Pidgin.

Land Tenure and Use.

The inheritance of land is through the patriline. When a man dies his children will inherit his land if they are adults. If they are not the land will be held in trust, usually by their fathers brothers, until they come of age and marry. Should a man die without issue his land is either left alone or, as it is more usual, divided amongst other members of the group. Widows do not stay on after their husbands demise unless they are members of the group. Widows usually return to their own group where they are cared for by relatives. In some cases a man's eldest brother may marry the widow but this is a matter of choice rather than an obligation.

Many of the Kaberope have wandered far from their place of origin within a few generations and are allowed to occupy land wherever they choose to settle for a while. This air of acceptance appears general and even applies to groups with whom the wanderers have no close ties. A possible explanation for this would be the abundance of land in the area. All groups have much more land than they can ever hope to utilise in the foreseeable future.

There is no Crown land in the area which is leased to individuals. However, many of the people in the villages closer to Kerema have evinced interest in the Murua Resettlement Scheme. A large area of land near Murua which is claimed by people of Kamia descent is also claimed by the coastal people of Kerema Bay. A Lands Titles Commissioner has been expected for some weeks to conduct a hearing into its ownership. Should the Kamia people be successful I can see a renewed interest in cash cropping. The people in the upper villages do not have any knowledge of tenure conversion when questioned admitted that they were not interested as they are unable to use the land they have.

Cash cropping has not yet commenced in the area, and may not be for some time. Various aspects have been discussed in the Situation report and others will be discussed later in this study.

Literacy.

The Kaberope does not have any schools. The ill-fated attempt at Sori has already been dealt with.

Appart from Mamuno and Sori where most of the people understand and speak Motu, figures for the other villages are sparse. The following is a list of villages and the

(12)

numbers of people therein who speak and understand Motu or Pidgin. None of those listed can write in either language.

<u>Village.</u>	<u>Motu.</u>	<u>Pidgin.</u>
Tamdekengo	-	-
Wagi	3	-
Putia	-	-
Ababia	1	-
Udowa	3	1
Paingoba	4	1
Tovia	-	-
Kikiapa	1	-
Wetapaiyu	-	-
Yawainungo	1	-
Timbain ⁶ uwa	1	-
M ¹ Bauya	2	-
Wamde	2	2
Iwaiyu	2	-
Iawangeni	2	-
	<hr/>	<hr/>
	22	4
	<hr/>	<hr/>

There are no students away from the area receiving higher education, or, for that matter, any education at all.

Newspapers reach the area in fragments used as smoking paper. Copies of "Our News" were given to Village Officials to take back after their course as far as I know this is the first time any bulletins have reached the area. There is one radio in the Kaberope, at Wamde village. It is in the care of an ex announcer from Radio Kerema. I have requested in the situation report that other sets be issued for village use. The set at Wamde is in constant use, the most popular program being traditional music. The people confess a dislike for news, even in their own language. They prefer to change stations and get more music.

Standard of Living.

Housing is of two types, the semi permanent houses on stilts and the conical houses found mainly in the Kainteba area. The former are most numerous, and, on the whole were found to be in good condition. Whilst "on walkabout" the lean-to bush shelter is used. It is also used as a garden house where people sometimes live for months at a time. Village settlements are quite clean and tidy which is quite surprising. Latrines non existant - the people are simply too sorcery conscious to defecate regularly in one place.

The staple diet is taro, supplemented with sweet potato, sugar cane, bananas and various types of bush cabbage. The taro and sweet potato are of particularly poor quality and are scorned by the Police who we noted connoisseurs of these things. In one of the earlier Kainteba patrol reports I recall a comment that this was also found to be the case in the Menyamya area. Officers there apparently introduced a new strain which was universally accepted and spread quickly throughout the area.

Another interesting feature of subsistence agriculture is the apparent failure of the sweet potato and taro crop for the past three years in the Mamuro and Sori area. Informants tell me that the plant will flourish but tubers do not form. seasons have been normal and the people themselves are unable to offer any explanation -- not even sorcery. The villages so affected are Mamuro, Iawangeni and Sori. The people also told me that, unless the situation improves, they will migrate back towards the mountains where the blight has not struck. The Agricultural patrol scheduled for next January may investigate the matter.

European artifacts in use include saucepans, tin plates, knives, fork and spoons, spades, axes, bush knives. Some European type clothes, dilapidated and dirty, are also worn. Canned foodstuffs are not available but a tin of Administration issue meat is a good trade item. Other sources of protein are wild pigs, bandicoots, birds and possum. You cannot go far in the Kaberope without passing a trap of some description. On the track from Iwaiyu to Iawangeni I counted 20 in as many yards. The rivers appear too fast and shallow for the introduction of fish, however ponds could be constructed and stocked. The feasibility of such a project could be commented upon by Agriculture.

Missions.

None of the missions in the District have any permanent staff in the Kaberope. The closest settlement would be the Catholic Mission at Kanabea in the Kainteba area. Irregular visits are made from time to time but are not sufficient for any villages to identify themselves with a mission. The people are unable to distinguish ^{one mission from another} that there cannot be any conflict between missions whilst this state of affairs exist.

Non Indigenies.

There is nothing to report under this heading.

Communications.

The area under discussion is wholly without road access at present. Through the good graces of the Catholic Mission and to a much much lesser extent the Administration, a vehicular road from Kainteba to Murua Agricultural Station has been surveyed and pegged. (See map for route).

One of the objects of this patrol was to encourage the people to build gardens along the site of the survey. These gardens will be used to sustain the work force that will eventually cut the road. The people are keen to do this and should be starting now, but the influenza epidemic may have delayed them. Tools are short at present. An airdrop to the patrol only yielded 20 spades and half a dozen axes, as they were all that was available at the time. A further supply in the immediate future would be of great value.

Tools and equipment were distributed as follows :

Paingoba.

15 Bush knives 16 inch.
 22 Spades
 15 axes $\frac{3}{4}$
 3 axe handles $\frac{3}{4}$
 2 Files

M' Bauya.

5 Bush knives 16 inch
 15 axes $\frac{3}{4}$
 3 Tent flys
 2 Files

The Kaberope people are keen to have the road put through, even though it does not pass through their area until the last stages are reached. This patrol spared no effort to stress the importance of road access and the ultimate benefits it will bring. The theme of self help was also stressed. They were told that the Administration would assist in every possible way but that the work would have to be done by the people themselves.

The attitude of the people is one of complete co-operation. They are starting to realize that their area is backward and this road is probably their only hope of salvation. They are willing to work but in the main will require almost constant supervision as they are not prone to sustained effort.

The need for access road is also apparent. As stated, the main road route passes to the East of the main population areas of the Kaberope. The people of M. Bauya have been talking of an access road to the East for some years. Nothing has been done through lack of tools and supervision. I have tried to discourage the building of access roads at present until the main road is well on the way. I can see little use in them when there is nothing to link up with. Listed as an appendix are the present villages, their expected work force, and their approximate distance from the nearest section of the survey.

Oddly enough there are no wharf sites or anchorages in the Kaberope.

There are two possible airstrip sites, with the accent on possible. One is at Tamdekengo on the Ivori River, and the other at Paingoba. The Tamdekengo site was surveyed by a previous patrol who cleared a line through and found that 1064 feet was possible, though the approaches leave a bit to be desired. Upon inspection the ground was found to be waterlogged and much draining would be required. It could also be subject to flash flooding, being on the banks of the Ivori River. In any event 1064 feet falls a long way short of minimum requirements.

The second site is on a ridge close to the Paingoba rest house. It is estimated that a little under 2,000 feet may be possible with much cutting and filling. The Paingoba people are keen to build a strip but I have attempted to channel their interest into the road instead.

Helipads exist at Mt. Bauya and Paingoba and these could also be used as drop sites. In addition patrols have had airdrops at Udowa and Ababia, although the sites are not as good as Paingoba or Bauya.

Technical and Clerical Skills.

There are none; at the best the Kaberope are unskilled labours. Some are employed with various Administration Departments in Kerema but rarely last longer than a few months. This patrol recruited 37 men from the area to work on the Kerema / Karama road. At the end of two weeks they are still there and give every indication of lasting at least one month.

Stage of Political Development.

As previously discussed the stage of political development is at the lowest possible level. Reasons for this, and suggested remedies have already been put forward.

Economy of the Area.

There are some 1,000 coconut trees at Mamuro village and another 500 at Sori. These are the only economic trees in the area. Copra production is nil. They are used only for food. Total production potential for Mamuro would be 8 tons valued at \$ 1,200, and for Sori, 4 tons valued at \$ 600. These two villages are also the only two which practice market garden. Produce is sold in the Kerema market, 6½ hours by paddle canoe.

Co-operatives do not function, nor do Rural Progress Societies. There are no entrepreneurs.

The following is an estimate of years earnings of the Kaberope. The figure is not evenly realistic as the Mamuro and Sori would earn much more than the Northern villages. Very little, if any, of the wages of labourers would find their way into the area as there is no use for money. Most people blow the lot in Kerema before returning.

1. Wages for labourers. All Admin. Departments.	\$ 1,200 - 00
2. Sale of produce to Kerema market.	150 - 00
3. Payment to Village Constables.	90 - 00
4. Carriers for Administration patrols.	150 - 00
5. Labourers - Kerema road.	100 - 00
	<hr/>
Total income.	\$ 1,690 - 00

With a total population of 1,607 the per capita income is roughly \$ 1-08.

Possibilities of Expanding the Economy.

There is ample arable land available for cash cropping. All that remains is for suitable crops to be found and planted. Cardamon is being considered and a trial plot is shortly to be started at Kainteba. Other crops may suggest themselves after Agriculture have examined the area in full.

Pitsawing is another manner in which the economy could be expanded. The Kainteba/Murua road will require numerous bridges and there is ample timber available. The Administration could assist with the initial purchase of the saws and advice on how to set them up. Production would then be purchased for bridgework and other needs.

Vegetables should grow readily, as they do well at Kainteba. It is hoped that the D.A.S.F. patrol will carry sufficient stock to distribute in all villages. Marketing would not be a great problem as Kerema township should be able to take care of the production for some time to come.

Cattle projects are something for the distant future as there is no indigenous pasture available, and the clearing and planting required should not be undertaken at present.

The future expansion of the economy in the Kaberope depends much upon the road getting through. With the possible exception of the planting of cash crops, which will take some years to mature. I would advocate the throwing of all resources into road construction. It is pointless producing a variety of commodities when the only way to get them to a selling point is on your back at 20 or 30 pounds a time.

Attitude to Local Government.

This was touched upon briefly in the Situation report. The people are politically immature and have no interest, at present, in Local Government. They are unwilling to discuss the matter as they cannot comprehend the basic ideas of the system, despite talks by patrols visiting the area. Before Councils can be established there must be increased contact preferably by way of a base camp, as already discussed.

Services, Facilities and Accommodation.

Nil.


J. MUNDELL.
Assistant District Officer.

TERRITORY OF PAPUA AND NEW GUINEA.

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KEREMA PATROL NO. 7 1969-1970.

APPENDIX "A"

REPORT ON PATROL PERSONNEL.

- Reg No. 139 Sergeant DAIVI. An old experienced bushman who is always helpful. Is worth having around in more primitive areas. Very reliable.
- Reg. No. 171 Senior Constable POJARI. Another older man, much experienced. Has been with me on several bush patrols in the Gulf and is a good capable worker.
- Reg. No. 609 Constable POKU. Twenty years a Constable and likely to remain one. Must be kept in check as he is rather heavy handed. His fifth trip to the Kaberope. Knowledge of the area of great assistance.
- Reg No. 2099 Constable RICK. A younger man who speaks fair english. Cheerful and hard working. Good N.C.O. potential after further experience.
- Interpreter GUNGADIN. No brains and not the best Interpreter in the world. Never-the-less cheerful, hardworking and is always trying.

Comments on Police have been extracted for inclusion records of service and R.S. Form!

Mundell
(J. MUNDELL).
Assistant District Officer.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 7 1969-1970.

APPENDIX "B"

VILLAGE POPULATION REGISTER.

VILLAGES RECOMMENDED TO BE ADMINISTERED FROM KAINTEBA.

	Population
1. Ababia	20
2. Maiye (Not visited, last years figures)	62
3. Pamba (Not visited, last years figures)	59
4. Pio (Not visited, last years figures)	18
5. Tamdekengo	45
6. Wagi	180

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 7 1969-1970.

APPENDIX "C".

VILLAGE POPULATION REGISTER

VILLAGES RECOMMENDED TO BE INCLUDED - KEREMA BAY CENSUS DIVISION.

	<u>Population.</u>
1. Mamuro	113

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 7 1969-1970.

VILLAGE POPULATION REGISTER.

APPENDIX "D".

VILLAGES RECOMMENDED TO FORM KABEROPE CENSUS DIVISION.

	<u>Place of Census</u>	<u>Population.</u>
1. Iawangeni	Iawangeni	30
2. Iwaiyu	Iwaiyu	33
3. Kiliapa	Udowa	47
4. M Bauya	M Bauya	84
5. Onda	M Bauya	40
6. Paingoba/Tanitoia	Paingoba	191
7. Putaia	Putaia	101
8. Sori	Sori	72
9. Timbaingauwa	Timbaingauwa	104
10. Tovia	Paingoba	110
11. Udowa	Udowa	140
12. Wande	Wande	71
13. Wotapaiyu	Wotapaiyu	110
14. Yawaimungo	Yawaimungo	116



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA NO. 8 of 1969/70.

Patrol Conducted by A. J. WETZLE, PATROL OFFICER IN TRAINING.

Area Patrolled KEREMA BAY AND PART KAIPI L.G. COUNCIL AREAS.

Patrol Accompanied by Europeans ===

Natives INTERPRETER ROSEVA ROVELA
CONSTABLE GALWINA NO. 2405, R.P.N.G.C.

Duration - From 1 / 10 / 1969 to 14 / 10 / 1969 (Broken period)

Number of Days 7 PATROL DAYS
5 1/2 FIELD DAYS

Did Medical Assistant Accompany? NO

Last Patrol to Area by - District Services MAY / / 1969

Medical / / 19

Map Reference MILINOH OF KEREMA, FOURNAL OF WAU.

Objects of Patrol AS PER PATROL INSTRUCTIONS ATTACHED.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

.....

.....

.....

67-2-28
Division of District Administration
Konodobu.

5th January, 1970.

District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA S/79-70:

Your reference 67-2-62/1807 of 2nd December,
1969.

I acknowledge with thanks receipt of Situation
Report by Mr. A.J. Meikle, Assistant Patrol Officer, to
KEREMA BAY and part KAIPI Local Government Council areas.

Mr. Meikle's assessment of the people is interesting.
This well written, informative report is a very creditable
effort.

Covering comments indicate that matters arising from
the patrol are being given effective attention.

(T.W. ELLIS)
Secretary

Department of the Administrator.

c.c.

Mr. A.J. Meikle,
Sub-District Office,
KEREMA.
Gulf District.

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

67-2-62/1807.



KEREMA, GULF DISTRICT.

16

2nd December, 1969.

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

KEREMA PATROL REPORT No. 8-1969/70.

PART KEREMA BAY AND KILPI CENSUS DIVISIONS
MR. A. BIRLE, M.P.O.

The abovementioned report and your comments Ks.67-2-2 dated 24th November, 1969, refer.

A further survey will have to be made to find a feasible route to MURUA. UABAI is, to my way of thinking, too far to the east to be a suitable turning point for the KEREMA-MURUA road. SILO, on the eastern edge of SPO Plantation, should be looked at as the turning point.

The Director of Works is to have an engineer look at the coronus deposit found near SILO.

The road route from OPAU to the BLUFF looks interesting, but are the people behind such a project? Until they are prepared to work on a self-help basis with part Rural Development Funds, they should be left severely alone. Their reputation in all respects leaves much to be desired.

A Lands Title Commissioner will commence hearings on the ownership of the ex Waste and Vacant Land at MURUA on 6th January, 1970. In addition, he will hear initial evidence on claims over the Administration lands at MURUA in preparation for the Full Bench of the Title Commission arrival at a later date. No matter what the findings of the Courts, economic development of the area should follow immediately unless all that has been said over the last 25 years is a lot of "hot air".

The Department of Social Development has promised that a Welfare Officer will be posted to Kerema in the New Year.

Is there not a Truancy Rule in the Kerema Bay Local Government Council area which could be invoked in instances such as exist at OPAU Primary "I" School.

A comprehensive and well written report by an observant officer.

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Department of the Administrator,
KONEDOBU.

For your information and comment please

R.S. Bell

(R.S. BELL), DISTRICT COMMISSIONER.

KS67-2-2

KEREMA GULF DISTRICT.

24th November, 1969.

The District Commissioner,
Gulf District,
K E R E M A.

KEREMA PATROL NO. 8 1969/70.

Please find attached three copies of a Patrol Report submitted by Mr. Meikle, P.O.I.T. Delay in submission was due to Mr. Meikles illness which he contracted soon after he returned from this patrol, and my own absence on patrol.

Comments I wish to make are set out below.

Patrol Diary 4/10/69. Mr. Meikle really earned his Camping Allowance this day.

Patrol Diary 7/10/69. As I discovered on my patrol, most of the people from MBO, NOVIRA and KANAKAMBI have moved to an old KANAKAMBI site supposedly three days walk back into the mountains. These people were originally from the KABEROPE C/D and had filtered down over the years to the MURUA area; the few people present at NOVIRA claimed that they were awaiting the result of the Land Titles Commission hearing on the waste and vacant MURUA land. If they gained enough of the land, they stated that everybody would move down and establish a combined village.

Situation Report : Introduction.

It is unfortunate that all the propaganda and explanation carried out for Mr. Landell-Jones Mining Application was wasted when that gentleman withdrew his Application.

All our hopes for a reasonable road route to Murua appear to bog down in the SARAVRA river swamps.

The possibility of a road into the OPAU area seem to be much brighter. The population of 877 in this area, at present has to carry any produce some considerable distance to canoe landing points. Both Mr. Meikle and myself were impressed by the large areas of good land available in this locality. I will write further on this road in my own Patrol Report.

Political

I feel I must disagree with Mr. Meikles comments in this section. In its nine years, the Council has done little for the villager; its present works program will need close supervision if the people are to realise that the

(5)

KEREMA GULF DISTRICT.

24th November, 1969.

KS67-2-2

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Gulf District,
K E R E M A.

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Political

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Council is anything more than just a tax-collecting agency.

Much propoganda and discussion will be needed before the people can be stimulated out of their present "don't care" rut.

Economic.

As previously stated, the KAMIA people formerly near MURUA have retired back into the mountains. Once the land problems in this area are settled, they state that they will move down again. Economic development could then proceed on a firm basis.

Mr. Meikle sums up the Kerema coastal people neatly with, "the will and the drive to get ahead seems to be sadly lacking in all aspects of economic development". With 1,220 people (generally the young able-bodied men and women) absent out of a population of 4,004, this is not surprising.

We will have to simply keep "plugging" away with the idea that the people have resources which they could develop and that they, can develop, with Administration assistance, only by their own efforts.

I have written to find out from the Co-Operative Officer if the Co-Operative store at Kapiri can be re-opened in order to provide an outlet for produce. Any copra produced by the people is now sent on an individual basis to Port Moresby; this is obviously an uneconomic burden to the individual producer.

An enthusiastic Agricultural Officer could I feel provide a stimulus for this area.

Social.

A Welfare Officer, working through the present Womens Clubs (which have completely ceased operations though women are still interested in them) could also provide another lever for the development of the area.

Conclusion.

Mr. Meikle has submitted a well-written report which gives evidence of careful observation. This report is farringly marred by incorrect spelling of village names; I have warned him and other officers to check the Village Directory when writing reports.

For your comments and onforwarding, please.


(J.B. QUINN).
Assistant District Commissioner.

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Ref: KS.67-2-2

Department of District Administration
KEREMA, GULF DISTRICT.

29th. September, 1969.

Mr. A.J. Meikle,
P.O.I.P.
C/- Sub-District Office,
KEREMA

Dear Mr. Meikle,

PATROL INSTRUCTIONS - KEREMA BAY No. 8-1969/70.

As discussed, please be prepared to depart on a patrol of the Kerema Bay Census division of this Sub-district.

Your duties are as follows:

- (a) Check on a possible stone outcrop inland from Silo village. The site is where the road survey party, including yourself and myself, came down the ridge to the Silo river. It is considered that this rock may be coral; if so, it would be invaluable for road surfacing.
- (b) Liaise with the Surveyor's Assistant at Umali and check on his work. If he is having difficulties, warn the Councillor and people.
- (c) After checking thouroughly with the Councillor and people from Umali, proceed inland in the general direction of Murua in order to check on the feasibility of a road to that area.
- (d) Visit the Opau villages and ascertain why the people are not sending their children to school. Inform the people that education is valuable and necessary and that their children must take advantage of it.
- (e) Check that all villages are clean and tidy and that housing is in good condition. Inform Councillors and people that a follow-up patrol will check on these matters and take court action where necessary.
- (f) Inform the people that the follow-up patrol will prosecute all tax defaulters.
- (g) Check on the progress of the Petoi to the Bluff road and keep the Councillors and people moving on this work.
- (h) Check on the possibility of a road from the beach inland to the Opau area.
- (i) Explain carefully to all the villages, the application by Mr. Landell-Jones for a Prospecting Authority and a Permit to Enter and Prospect. I will provide you with notes on these applications.

2. Take Mr. R. Rovela with you as Interpreter and contact the Police Station for a Police Constable. Draw \$40 Patrol Advance and draw patrol gear for your party from our store.

3. You have no Court powers, but you may arbitrate in simple matters brought before you - small debts, compensation claims, etc. Anything of a more serious nature must be referred to me in Kerema.

4. I wish you a pleasant and interesting patrol.

(Signed J.B. Quinn)
J.B. QUINN, ASSISTANT DISTRICT COMMISSIONER.

Ref: KS.67-2-2

29th. September, 1969.

Mr. A.J. Meikle,
P.O.I.F.
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- (b) Liaise with the Surveyor's Assistant at Uamai and check on his work. If he is having difficulties, warn the Councillor and people.
- (c) After checking thoroughly with the Councillor and people from Uamai, proceed inland in the general direction of Murua in order to check on the feasibility of a road to that area.
- (d) Visit the Opau villages and ascertain why the people are not sending their children to school. Inform the people that education is valuable and necessary and that their children must take advantage of it.
- (e) Check that all villages are clean and tidy and that housing is in good condition. Inform Councillors and people that a follow-up patrol will check on these matters and take court action where necessary.
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- (i) Explain carefully to all the villages, the application by Mr. Landell-Jones for a Prospecting Authority and a Permit to Enter and Prospect. I will provide you with notes on these applications.

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4. I wish you a pleasant and interesting patrol.

(Signed J.B. Quinn)

J.B. QUINN, ASSISTANT DISTRICT COMMISSIONER.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 8-1969/70.

REPORT NUMBER: KEREMA No. 8 OF 1969/70.

SUB-DISTRICT: KEREMA.

DISTRICT: GULF.

COUNCIL/NON-COUNCIL AREA: KEREMA BAY AND PART KAIPI COUNCIL AREA.

PATROL CONDUCTED BY: A.J. MEIKLE, PATROL OFFICER IN TRAINING.

DESIGNATION: AS ABOVE.

AREA PATROLLED: KEREMA BAY COUNCIL AREA AND PART OF KAIPI COUNCIL AREA.

PERSONNEL ACCOMPANYING: CONSTABLE GAIWINA No. 2405, R.P.N.G.C.
INTERPRETER ROSEVA ROVELA.

DURATION OF PATROL: 1-10-1969 to 14-10-1969 (BROKEN PERIOD).

DATE AND DURATION OF LAST PATROL: 24-4-69 to 14-5-69 - 12 days (broken)

OBJECTS OF PATROL: AS PER PATROL INSTRUCTIONS.

TOTAL POPULATION:

MAP REFERENCE: MILINCH OF KEREMA: FOURMIL OF WAU.

VILLAGE POPULATION REGISTER: NOT ENCLOSED.

(11)

TERRITORY OF PAPUA & NEW GUINEA.

KEREMA PATROL No. 8 OF 1969/70.

PATROL DIARY.

Wed. 1.10.69.

Spent morning at Sub-District Office organizing patrol gear. Left station 1400 hrs. by vehicle with ROSEVA ROVELA, Interpreter and Constable Gaiwina of R.P.N.G.C., and patrol gear. Dismounted at end of vehicular road on CUPOLA Hill and organized carriers. Roseva and self went ahead to check on progress of the CUPOLA Road, while Const. Gaiwina came behind with carriers. Arrived at beach at foot of CUPOLA/SILO track at 1600 hrs. - badly timed, as it was high tide, which forced us to use a steep hill track to SILO. Arrived SILO No. 1 1650 hrs. Heard one complaint. Overnight SILO No. I

Thurs. 2.10.69

0730-0815 hrs. gave talk to the assembled villagers explaining fully application for Prospecting Authority and Permit to Enter by Mr. LANDELL-JONES. Talk well received and apparently understood by villagers. 0830 hrs. set out from SILO I with Roseva and Councillor to examine rock outcrop beside river bank at end of road survey line. Arrived rock 0930 in rain and was able to break a piece off as a sample. Returned to SILO I 1015 hrs. and left again 1030 hrs. for VAMAI I where arrived 1135. Talked with Councillor and inspected both VAMAI I and II. Overnight at VAMI I Women's Club.

Fri. 3.10.69

0730-0830 hrs. gave talks to assembled villagers on the LANDELL-JONES Application for Prospecting Authority. After talk set out with NAIMI, Surveyor's Assistant, the Councillor from UAMAI and Roseva to inspect the progress made on road route being surveyed between VAMAI and SILO. Survey seems to be progressing satisfactorily, having crossed what swampy ground there is and is now working along hill ridges. Returned to VAMAI I at 1100 hrs. 1230 hrs set out for KARAMA to give talk on Prospecting Authority to Councillor there. Arrived KARAMA 1330 hrs. and returned VAMAI 1530 hrs. Arranged for carriers at 0700 hrs. tomorrow. Overnight VAMAI I.

Sat. 4.10.69

Up at 0530 hrs. and ready to leave for MURUA at 0700 hrs. but carriers didn't arrive till 0730 hrs. Finally moved off at 0810 hrs. - carriers under Const. Gaiwina to go to MURUA via EPO while self, Roseva and one guide to go straight across country from VAMAI to MURUA to check on feasibility of road being put through. By 0910 had

passed through the stretch of swamp behind VAMAI and were travelling through good grassland. 0930 hrs. reached a coffee garden. 1100 hrs. further swamp which we skirted and took the hunting track to the SALAURA River. 1130 hrs. hilly well-timbered country numerous spurs and ridges cut by creeks. Country still feasible for road making. 1400 hrs. stopped for 10 min. rest. 1700 hrs. further break for 10 min. rest at site of hunting party's camp. Track now faint and hard to follow. 1800 hrs. reached the southern bank of SALAURA River. This was as far as guide had been previously. The other side looked sound enough - it turned out to be a garden - so we swam across the river. Cast around trying to pick up a track. We struck thick sago swamp, so decided to try to cut through it to firmer ground. It became dark and we were still in sago swamp. Had to use a torch we had with us - fortunately! 2000 hrs. Still in sago swamp and raining steadily. 2245 hrs. torch batteries were nearly exhausted, so had to find some sort of dry ground to spend the night. Finally spent the night under a tree in the rain, in sago swamp.

Sun. 5.10.69

0500 hrs. Got up at first sign of daylight and after walking for about two and half hrs. we were making no progress through swamp. 0740 hrs. decided we should build a raft and travel down the SALAURA River. Cut dried sago branches and vines and by 0830 had built a raft big enough to hold us three. 0840 on board the raft and within five minutes passed the place we had spent the night! At 1100 hrs. we were picked up by a canoe and taken to the walking track to MURUA. Ashore at 1220 hrs.; walked through MURUA settlement blocks to MURUA River where we arrived 1330 hrs. Crossed to MURUA Agricultural Station arriving 1400 hrs. Carriers had not yet arrived from VAMAI. Overnight at MURUA. Still no carriers from VAMAI. Arranged with people on the blocks to keep an eye out for them. Overnight MURUA .

Mon. 6.10.69.

Tues. 7.10.69.

Carriers hadn't arrived by 1000 hrs. so Roseva and self set out to go round the settlement blocks and the neighbouring villages. 1030 hrs. met A.D.C., Mr. Quinn, who was at MURUA on some land claim investigation. 1115 hrs. arrived at MEU village site, now occupied by one man and his family. All other inhabitants of MEU have moved out to NARIVO. Talked with this man then moved on to NARIVO. Arrived NARIVO at 1200 hrs. after wading across the MURUA River.

Wed. 8.10.69.

Talked to the people present about the LANDELL-JONES Prospecting Authority and told them of the follow-up patrol re taxes and to have their houses and village tidy. Asked them if they knew of a village called KANAKANDI, and was told this village had moved out as also has the village of MOE - both upstream on the other bank of the MURUA River. Left NARIVO 1245 hrs. and returned through the blocks to MURUA Agricultural Station arriving 1400 hrs. Meanwhile the carrier line had arrived at MURUA having got lost on the way. After they had been fed and rested arranged for canoe transport back to KEREMA for them. Overnight at MURUA. Ready to leave MURUA by canoe 1000 hrs. with Roseva and Constable Gaiwina, but lost the out-board motor overboard into the river. Recovered motor and after drying it out set out for MAMURO at 1400 hrs. Reached the end of the water-way at 1507 hrs. and proceeded on foot to village of MAMURO where we arrived 1520 hrs. Talked to assembled villagers about LANDELL-JONES Prospecting Authority and about follow-up patrol. Told them to smarten the village up. Left MAMURO 1620 hrs. for SORI. Arrived SORI by canoe 1750 hrs. - a small hamlet of three houses, seven adults only. Gave them talk about LANDEL-JONES Prospecting Authority, and about follow-up patrol. Left SORI 1820 hrs. in rain. Made camp by the river 1840 hrs. Overnight near SORI.

Thurs. 9.10.69.

Arose 0600 hrs. and after breakfast broke camp 0730 hrs. One spark plug in outboard motor u/s so decided to call in at KEREMA on way to OPAU to change spark plugs. Arrived KEREMA 0915 hrs. changed plugs and left for OPAU 0935 hrs. Arrived OPAU (village of KAPIRI) at 1040 hrs. Set up camp in rest house at KAPIRI. Inspected village. As most villagers absent in gardens etc., arranged for talk tomorrow morning. Wrote up F.O.J. etc. Overnight KAPIRI.

Fri. 10.10.69.

0830 hrs. held talk with villagers of KAPIRI about LANDELL-JONES Prospecting Authority and about follow-up patrol re taxes and village tidiness. Talk finished. 0930 hrs. 0945 hrs. left KAPIRI by foot for MIROKERA. Arrived MIROKERA 1050 hrs. Committeeman sang out for villagers and we waited about an hour but as about 90% were absent in gardens, etc. decided to hold talk for all neighbouring villages on Monday next. Inspected all the surrounding villages in turn, MIROKERA, HEVAVIRI, ILOVAPARE, HAVEHUHU, HAUPOE, BUIPI, NAMOHOROI and returned to KAPIRI at 1620 hrs. Overnight KAPIRI.

Sat. 11.10.69-

Packed patrol gear and awaited canoe transport during morning. Left KAPIRI 1200 hours for KEREMA.

(8)

Arrived KEREMA 1310 hrs. Remainder of Saturday observed. Overnight at KEREMA.

Sun. 12.10.69. Sunday observed at KEREMA.

Mon. 13.10.69. Left KEREMA 0715 hrs. by motorboat for NAMOHORO. Arrived head of SIRIA creek 0745 hrs. and walked to NAMOHORO where arrived 0815. Talked with L.M.S. Mission School teachers regarding local children's non-attendance at school. Onto MIROKERA arriving 0900 hrs. Gave talk to large assembly of villagers from all neighbouring villages regarding LANDELL-JONES Prospecting Authority and about the follow-up patrol. Asked about non-attendance at school but received only evasive answers. Talk finished 1015 hrs.

Left MIROKERA 1030 hrs. to walk down to the coast beside MEI'I. Track good through muddy through recent rain. Crossed LAPARE creek for first of many times at 1200 hrs. 1305 hrs. arrived at LAPARE "settlement". Talked with people there. Suggested they return to their homes in ILOVAPARE, etc. Reached the coastal ridge 1415 hrs. and arrived at the beach about one mile west of the Bluff at 1455 hrs. Walked along beach to MEI'I where we arrived 1640 hrs. Told Councillor to have villagers ready for talk tomorrow.

Arrived PETOI 1735 hrs. Canoe across to KEREMA where arrived 1805hrs. Overnight KEREMA.

Tues. 14.10.69. Left KEREMA 0815 hrs. for MEI'I where arrived 0845 hrs. Heavy rain so had to wait till 1015 to talk to villagers. Gave them talk on LANDELL-JONES Prospecting Authority, and about follow-up patrol. Inspected village after talk and left MEI'I at 1300 hrs. for WARUPI where we arrived 1315 hrs. Gave talk and inspected village. Left WARUPI 1500 hrs. Arrived PETOI 1530 hrs. Inspected village and progress on PETOI-BLUFF road. Left PETOI 1550 hrs. Arrived KEREMA 1600 hrs.

END OF PATROL.

.....

SITUATION REPORT.

INTRODUCTION:

This patrol covered the whole of the Kerema Bay Local Government Council area as well as part of the KAIFI Council Area. The patrol was mounted for the purpose of bringing to the people of the villages within this area an explanation of the application for Prospecting Authority and Permit to Enter by Mr. LANDELL-JONES, as well as routine administration, and to advise the villagers that a follow-up patrol would check upon tax defaulters and non-compliance of instructions issued to them by this patrol. It was also hoped that this patrol would be able to locate possible road routes, (i) from VAMAI to MURUA by direct route and (ii) from the OPAU area to the coast at MEI'I.

Apart from the initial stages when the patrol went down to the Kaipi coast by foot and thence to MURUA, and also during the walk from OPAU to the coast, almost the whole patrol was done by motorised canoe as the greater part of the Kerema Bay Local Government Council area is covered by mangrove swamp, broken by numerous waterways and arms of Kerema Bay. There are, however, several areas of good land these being basically in the regions of Epo Plantation, Murua, Opan and west of MEI'I on which such cash crops as copra, coffee, and rubber could be grown.

Without exception the patrol was well received throughout the entire period of visits to villages. This seems to indicate that these people now look upon visits by patrols as an event out of which they will eventually derive some sort of benefit. This is not to say that they always expect patrols to be actually bringing or doing something for them, but that at least they can expect some fruitful discussion to arise out of which they can profit even though it be through self-help brought to fruition by the discussion. The talks and explanations on the Prospecting Authority given at all the villages seemed to be understood, and the questions that were raised afterwards showed that they had at least given the subject some thought - even though it was almost always on the theme of "what are we going to get out of it".

As mentioned at the beginning, one of the aspects of this patrol was to establish the feasibility of making roads from, firstly, the Kaipi coast, just behind VAMAI, to MURUA by the shortest possible route, and secondly, from OPAU to the coast at MEI'I. The first of these hopes was dashed on reaching the SALAURA River, after a fairly promising start inland from VAMAI. However, the area bordering the banks of the SALAURA River to a depth of two to three miles on either side is thick impenetrable sago swamp - as the patrol found out to its discomfort! This broad belt of sago swamp stretches from the lower reaches of the SALAURA River back inland along the entire length of the river and beyond. The other hoped for road route seems to be quite promising, as it traverses flat and solid ground for a good

three quarters of the journey from OPAU, the only obstacle being the narrow, though at times deep, LAPARE Creek. Higher ground is reached on nearing the coast as a ridge is encountered but it seems quite feasible that a road could be constructed along this. This ridge, it would seem, terminates in the sea in the form of the Bluff. The opening up of this road, if it is possible, would bring the benefits of the PETOI-IHU road at present under construction, inland to the peoples of the OPAU area. This would lend weight to the argument for increased cash cropping - discussed under the Economic section following.

POLITICAL:

The Kerema Bay Local Government Council is a stable Council which has been in power now for some nine years. The Council is divided into fourteen wards which are controlled by sixteen Councillors, under President LIRIOPE MOHA who is now in his second term as President. The Kerema Bay people were beginning to get the feeling that their Council was doing nothing for them. However, the Council is now being able to show some concrete evidence for its work and the tax-payers are at least beginning to look upon the Council as something which really is worth while, and to which they can turn if they feel that improvements or amenities are need in the villages. The Councillor holds a strong and respected position in the village, although it is noticeable that he sometimes is at difficulty to get the people working on official Council work days. Previously the attitude of the village people towards both the Local Government and the Central Government was that it was something to be put up with - like a bad smell! Although political awareness is strong throughout the Kerema Bay area, the people's reaction to the Central Government is lackadaisical, one might say almost suspicious.

ECONOMIC:

Apart from the Steamships-owned Spo Plantation and the Murua Settlement blocks the main centre of economic activity in the Kerema Bay area seems to be the market at Kerema. The Kerema market draws both sellers and buyers from all points round Kerema Bay - Mamuro, Opau and the Mei'i-Petoi areas. The Kamia people who have come down from the hill country at the back to settle in Narive and Mamuro tend their gardens, catch their game and fish, and bring their produce to the market to derive their meagre income. However, despite the high potential of the land around them for cash cropping of copra or coffee, these Kamia people seem to have no interest in "making a go" of cash cropping, and are quite content to slouch along on subsistence gardening. Cash cropping of copra is carried out to a small extent along the Mei'i/Petoi peninsular while the occasional coffee garden indicates the possibilities that could be explored in establishing coffee as a major cash crop in the area. Rubber is

quite extensively produced at Epo Plantation and at the Murua settlement blocks, though I understand the rate of rubber production left in the hands of the native grower is much below that of the potential for the block. The will and drive to get ahead seems to be sadly lacking in all aspects of economic development in the area. The people of the Opau area are frequently away from their homes in the villages tending their bush gardens or fishing. However, despite the fact that the land in this area seems good and well able to support some serious cash cropping, the only evidence of any sort of effort to bring in a cash crop was one small coffee garden. Coconuts grow well in the area and the occasional copra drier is seen, though no evidence of the production of copra was seen at all. An outlet for this cash crop produce by road to the Peto area could possibly help in the way of encouraging a greater effort into copra or coffee production in this area.

Even in such basic and seemingly obviously worth while projects as road making, the enthusiasm of the people was only obvious by its absence. When the Opau people were asked if they thought a road could be put through from Opau to join up with the one being made along the coast - and if so, would they benefit from it - the reply given was more or less, "I-couldn't-care-less-one-way-or-the-other" shrug of the shoulders. They were quite willing enough to guide us along the track to see if it was feasible to put a road through, but any thoughts or ideas of road building or even of improving and maintaining the existing tracks between the villages were like a disease to them. The Peto-Bluff road is at last making progress, but only under repeated and vigorous bursts of encouragement from Administration officers.

Co-operative societies do not exist now in the Kerema Bay area. A co-operative trade store had run for three years at Kapiri in the Opau area until July this year, when it was forced to close down due to bad management and was running at a loss. I feel that with a little bit of interest and moral support from Administration officers who might have shown them where they were going wrong, this enterprise might have continued a useful and fruitful existence.

Summing up - to my inexperienced eye - it seems that the potential for development, especially in the agricultural field in this area, is high, but that the two inhibiting factors are lack of interest shown by the Agricultural officers, and the even greater lack of interest shown by the native population themselves.

SOCIAL:

There are two distinct groups in the Kerema Bay area - those on the coast, the "traditional" inhabitants of Kerema Bay being the larger group, and the lesser group, the Kamias, from the north

who are filtering down southwards and have settled at SORI, MAMURO and NARIVO. This latter group are far more backward than the more sophisticated Kerema people, being almost totally unaware of the meaning, or workings, of the Central Government though they seem to have some scant knowledge of the Local Government through the Council. Economic progress has been extremely slow with these people, and they still prefer their old semi-nomadic hunting cum gardening existence that is carried on in the wilder hill country to the north.

The Kerema Bay area does not lack for educational facilities. There are seven Primary "T" Schools or Mission run schools, one Primary "A" School and one High School. However, not all of these schools are being taken advantage of - in the Opau, Harehuhu, for example, the teacher was decrying the alarming drop in the school attendance figures over these past few months. On questioning the villagers of the surrounding villages, I was given very apathetic or non-committal replies and it seems that the parents don't really care whether or not their children take advantage of the education being offered to them; many parents seemingly prefer to take their children with them to the bush to help in the gardens. The villages of SORI (if one can call it a village!), MAMURO and NARIVO are entirely without educational facilities, the nearest being at MURUA.

Law and order seems to be observed fairly well throughout the area, the biggest unrest being family-type squabbles. The standard of health is quite high and nearly all the villages are within short distance of an Aid Post. Those patients who need to can, and do, visit the Hospital in Kerema without undue travel strain as one can reach almost every village by canoe.

Five missions are at present established throughout the area, United Church, Catholic, Salvation Army, Seventh Day Adventists and Jehovah's Witness, the United Church having the strongest hold in the area. Many of the schools are Mission run.

Women's Clubs are not active in the area, and even in Kerema itself there seems to be little in the way of communal social activity.

MISCELLANEOUS:

One point was brought out in the visit by the patrol to the villages lying in the northern half of the Kerema Bay area, and that is the fact that you will be extremely lucky to go into a village or settlement and find more than half the population present at any one time - unless the "talk" has gone out ahead and they have been gathered together by the Councillor to hear you. The villagers of the NARIVO, MAMURO, SORI, OPAU regions are often away from home for days - even weeks - at a time, and thus village life seems to be

a very "stop-start" kind of thing. Houses tend to become neglected and as in the case of those people who have temporarily settled on the banks of the LAPARE, their houses in OPAU-ILOVAPARE in particular were extremely dilapidated. This also tends to make the other villagers resentful as they feel they have to shoulder a double load on Council work days, whilst those that are away get off scot-free. It was explained that it rests with the Councillor to see that all do their share of work on Council work days.

I feel that this patrol whilst not being of earth-shaking import, has been extremely valuable to me in that it was my first time out "on my own", and has taught me a lot in patrol management.

A. J. Meikle
(A. J. MEIKLE),
ASSISTANT PATROL OFFICER.

REPORT ON PATROL PERSONNEL.

Bugler/Constable Gaiwina, No. 2405.

An energetic, alert and
conscientious man.

Clean and courteous - an
asset to have on patrol.

Interpreter Roseva Rovela.

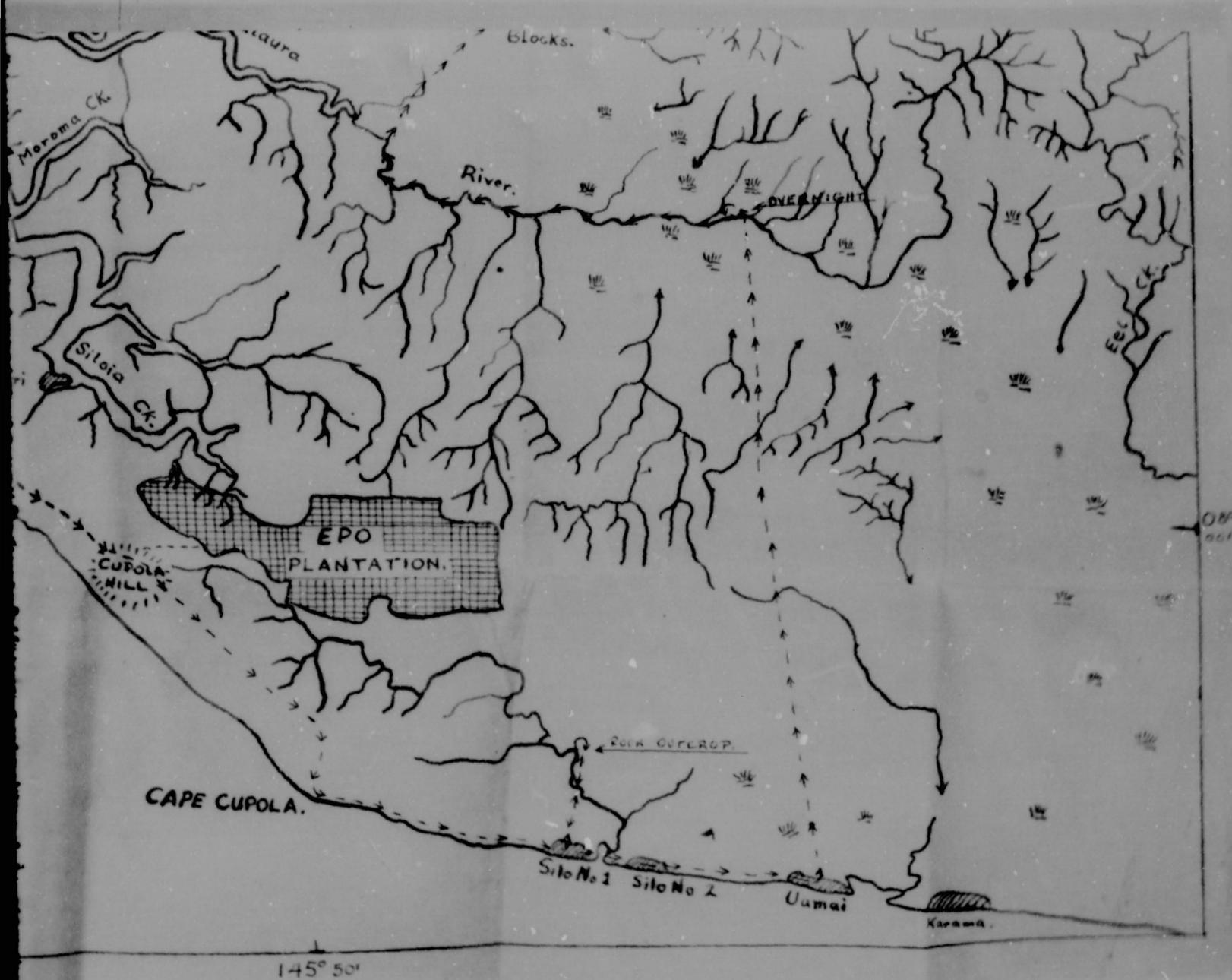
A capable man who knows the
area, the people and the
languages extremely well.

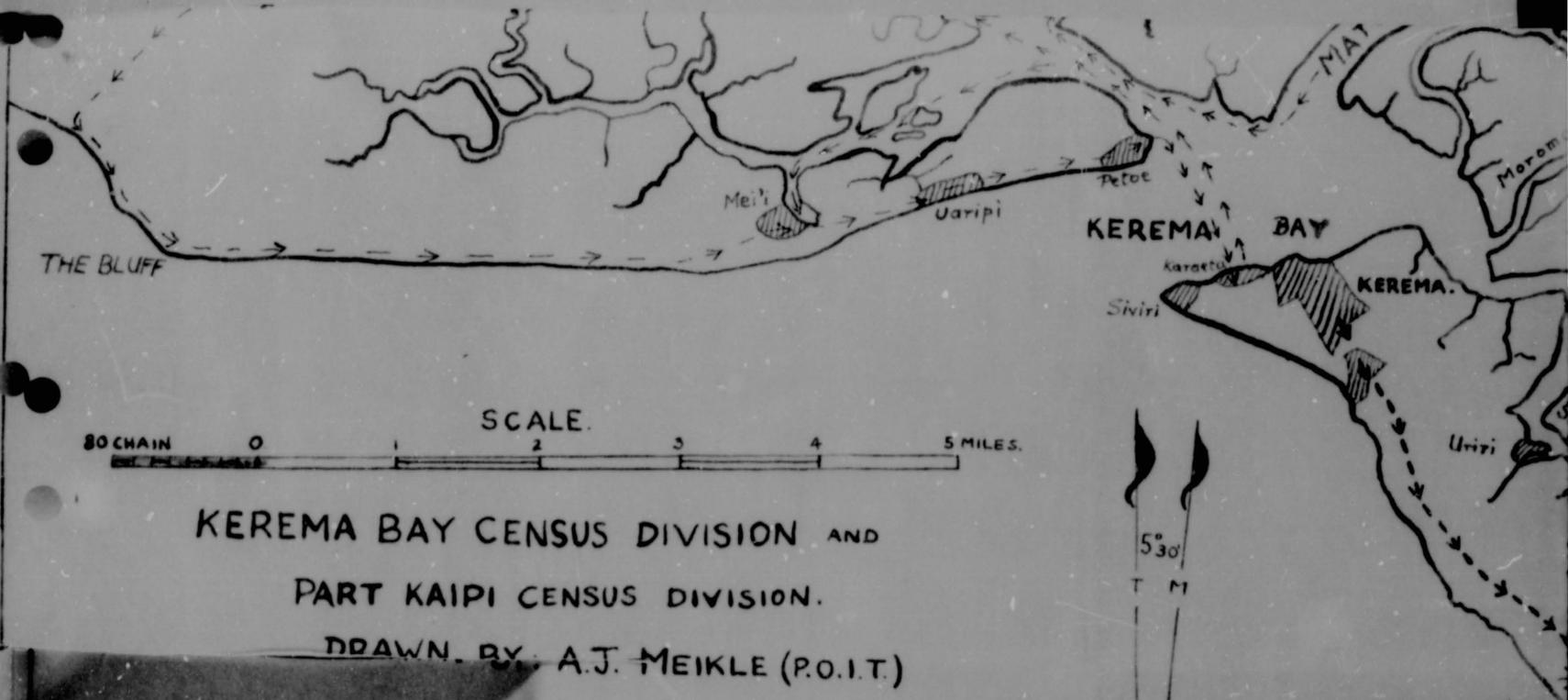
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07
50'







KEREMA BAY CENSUS DIVISION AND
PART KAIPI CENSUS DIVISION.

DRAWN BY A.J. MEIKLE (P.O.I.T.)

KEREMA PATROL No 8 OF 1969-70.

- LEGEND :
- PATROL ROUTE - - - - ->
 - SWAMP 
 - VILLAGE 

145° 40'



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA PATROL No. 9-1969/70

Patrol Conducted by MR. C.A. OVERLAND

Area Patrolled PART KAIPI CENSUS DIVISION

Patrol Accompanied by Europeans

Natives STANLEY (INTERPRETER)

Duration—From 17./10/1969 to 19./10/1969

Number of Days THREE (3)

Did Medical Assistant Accompany?

Last Patrol to Area by—District Services 1./10/1969

Medical

Map Reference COUNCIL/NON-COUNCIL: KAIPI COUNCIL AREA

Objects of Patrol ASCERTAIN WHEREABOUTS SEBE HEROVA, HEROVA ORAKE, LAVIA ORAKE VISIT VAMAI VILLAGE AND ASSIST SURVEYORS ASSISTANT.

Director of District Administration, PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

Handwritten mark: 12

8

GFB/JT

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

67-2-15.

13th November, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 9/69-70.

Your reference 67-2-63/1565 of 29th October,
1969.

I acknowledge with thanks receipt of Special
Report by Mr. C.A. Overland, A.P.O., to part Kaipi
Census Division.

This short report does not require any comment.

(T.W. ELLIS)

Secretary.

Department of the Administrator.

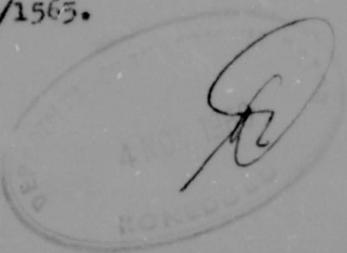
CC: Mr. C.A. Overland,
Sub-District Office,
KEREMA, Gulf District.

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

67-2-63/1565.

67-2-15
⑦
KEREMA, GULF DISTRICT.

29th October, 1969.


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

KEREMA PATROL REPORT No. 9-1969/70.

KAIFI CENSUS DIVISION (PART)

MR. C. OVERLAND, A.P.C.

The abovementioned report and your covering comments
KS.67-2-3 dated 22nd October, 1969, refers.

All the objects of this short patrol were completed.

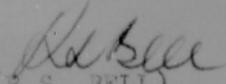
As can be seen from this, and other cases recently
brought to light, constant supervision of rural development self-
help projects is necessary if the required work is to be done.
Although the villagers are fully behind these road projects, they
are human, and when the work drags on for months and years their
enthusiasm must be regenerated.

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

Report for your information and comment please.


(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

KS67-2-3
JBQ/jbq

(6)

Sub-District Office
KEREMA , Gulf District
22/10/69

The District Commissioner
Gulf District

KEREMA

COMMENTS - KEREMA PATROL REPORT No.9-69/70

Please find attached three copies
of a Patrol Report submitted by Mr. C. Overland , A.P.O.

2.
The objects given to Mr. Overland
were carried out successfully . I have no further comment to
make.



(J.B. Quinn , ADC)

cc ADC , Malalaua

KS 67-2-2

JBQ/jbq

Sub-District Office
KERRIMA, Gulf District

16/10/69

Mr. C. Overland, A.P.O.
Sub-District Office

KERRIMA

Dear Mr. Overland,

KERRIMA PATROL No. 9-1969/70

Please make ready to make a short
patrol to the Silo/Uamai area .

Your duties are :--

- (a) Contact Surveyor's Assistant Lavel and get the Uamai people to give him assistance .
- (b) Contact relatives of Lesi Orake (deceased) and inform them that their claim for compensation has been finalized.


(J. L. Quinn, ADC)

(F)

PATROL REPORT
.....

Kerema Patrol No. 9 - 69/70

Sub-district; Kerema

District; Gulf

Council/Non-council areas; Kaipi Council Area

Patrol conducted by; Mr C.A.Overland Assistant Patrol Officer

Area Patroled; Part of Kaipi Council Area

Personel accompanying Patrol; Stanley (Interpreter)

Duration of Patrol ; 17/10/69 to 20/10/69 3 days duration

Date,Duration of last Patrol by D.D.A.;
2/10/69 to 12/10/69. 10 days

Objects of the Patrol,

Ascertain the whereabouts of
SERE HEROVA,HEROVA ORAKE andLAVAI ORAKE.Visit VAMAI Village
and assist the Surveyers Assistant working there.

Total Population of the Area ; 4374

Map Reference; Milinch of Kerema, Fourmil of Wau.

Village Population register; Not enclosed

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PATROL DIARY.

3

17.10.69. Left office 0830 hours. Arrived SILO No. 1 at 1230 hours. Sent Interpreter STANLEY to UAMAI to inform the people of my intended visit the following day, and to seek out relatives of deceased LESI OVLAKE in particular, SERE WEROVA MOROVA ORAKE, LAVHI ORAKE. I talked for several hours with the men of SILO over general topics including the Cupola Road, its effect on the village also agriculture, hygiene and Local Government.

18.10.69. Left SILO No. 1 at 0730 hours and arrived at UIMAI village 0900 hours. I talked with the V.C. and the Assistant Surveyer and tried to solve the problem the Surveyer had, i.e., the people of UAMAI would not help him. Then saw SERO HEROVA and told him of his rights as far as Workers' Compensation over the death of his relative, SERI ORAKE, are concerned. Returned SILO 1800 hours.

19.10.69 Left SILO No. 1 at 0830 hours. Arrived KEREMA 1330 hours.

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(2)

SPECIAL PATROL REPORT.

INTRODUCTION:

This patrol was very short, and in the strictest sense was not a patrol - I prefer to call it "Extended Administration" for I was only clearing up a few minor matters by going down to SILO. The villagers in UAMAI village were not helping the Surveyor with his work and I was to encourage them to help him. My only other job was to look up three relatives of the deceased LESI ORAKE, and in this I was successful. This trip also gave me an opportunity to look at another area of the sub-district which I had not yet seen.

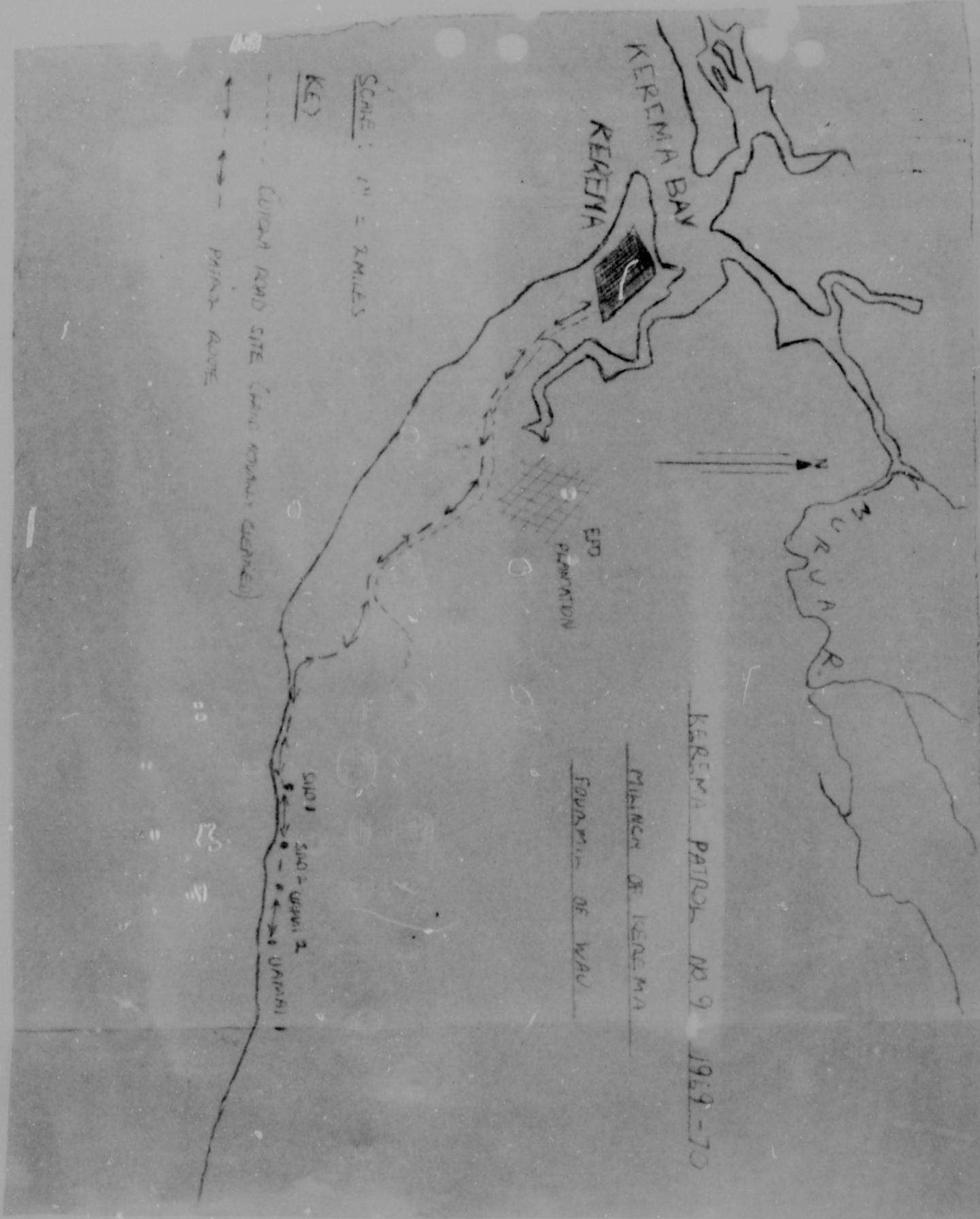
I dealt with the people of UAMAI in quite a fair manner, as concerns the work on the road. After they had given no answer to the reports that they did not work I conferred with the Surveyors Assistant and decided that, in view of the fact that the village had sixty men there was no excuse for not helping the Assistant. The Assistant said he did not need sixty men, only six would do. I instructed the V.C. to make sure that each day, ten men went out with the Surveyor and the rest were quite free to do what they pleased. They found this arrangement agreeable and it was accepted.

THE RELATIVES OF LESI ORAKE (DECEASED):

I found only one relative who was entitled to claim compensation for ORAKE's death. This was SERE HEROVA. I told him of his rights and handed him the letter from the Department of Works concerning this. He was quite happy and said he would be in Kerema on Monday to pick up the money. The other two relatives are in PETOI and I will contact them as soon as possible. Their names are HEROVA ORAKE and LAVAI ORAKE. *Contacted 20/10/69*

C. Overland
(C. OVERLAND),
ASSISTANT PATROL OFFICER.

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TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Gulf Report No. HE 234 374 30-07/70

Patrol Conducted by Mr. P. Hayward, A.P.O. Mr. J. Boyes A.P.O. Mr. G. Chapman, A.P.O.

Area Patrolled PUR COUNCIL AREA

Patrol Accompanied by Europeans Mr. McKie, Assistant Patrol Officer

Natives Stanly Ivana, Interpreter, Poiri Abaiapo, Amyalin, Interpreter

Duration—From 29/5/1969 to 27/9/1969

Number of Days 46

Did Medical Assistant Accompany? No

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

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

Map Reference

Objects of Patrol LOCAL GOVERNMENT COUNCIL ELECTIONS

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

.....

67-2-64/1592.

KEREMA, GULF DISTRICT.

30th October, 1969.

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

KEREMA PATROL REPORT No. 10-1969/70.
D. MEIAKORO, L.G.A.

Attached please find the abovementioned report which covers the period spent in the field by Mr. D. MEIAKORO supervising Local Government Council elections.

Reports on all elections have been submitted separately. No further comment is necessary.

For your information please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Att.

cc: A.D.C.,
KEREMA.

67-2-16
Division of District Administration,

KONEDOBU. PAFUA.

13th November, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 10/69-70.

Your reference 67-2-64/1592 of 30th October, 1969.

I acknowledge with thanks receipt of Special Report by Mr. D.C. Meakoro, L.G.A. to KAIFI, KEREMA BAY, KORIMIRI and OROKOLO Local Government Council Areas.

This brief account of Mr. Meakoro's electoral duties does not require any comment.

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



TERRITORY OF PAPUA AND NEW GUINEA

67-2-16

(8)

Telephone.....
Telegrams.....
Our Reference..... 67-2-64/1592.
If calling ask for.....
Mr.....

Department of District Administration,
KEREMA, GULF DISTRICT.

30th October, 1969.

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

KEREMA PATROL REPORT No. 10-1969/70.
D. MEIAKORO, L.G.A.

Attached please find the abovementioned report which covers the period spent in the field by Mr. D. MEIAKORO supervising Local Government Council elections.

Reports on all elections have been submitted separately. No further comment is necessary.

For your information please.

Russell
R.S. BELL,
DISTRICT COMMISSIONER.

Att.

cc: A.D.C.,
KEREMA.

This Patrol is of a special nature. The details visits made to the Council areas by the writer are mentioned in the Patrol Diary. The writer accompanied three of the following Officers. Mr. P. Maynard, Assistant District Officer, Mr. J. Boyes, Assistant Patrol Officer, and Mr. G. G. Chapman, also Assistant Patrol Officer.

It will be noted that only four of the seven Gulf District Council areas are mentioned.

The following is a brief report on Council area.

1. KORIMIRI.

This Patrol was mounted under Mr. G. G. Chapman, Assistant Returning Officer, and self Presiding Officer as from 2nd June, 13th June, 1969. The election was fairly well conducted, and no 3rd count was necessary, except minor matters like of filling of the ballot papers, were always assisted.

2. KEREMA BAY.

Mr. Maynard, Assistant Returning Officer conducted above Councils elections assistant by Mr. D. Meakoro, Presiding Officer. The Patrol was conducted between 7th, 16th July, 1969.

Forty-six nominations were received for the sixteen positions, two of the incumbent Councillors were nominated re-elected unopposed. Majority of Polling places in Kerema Bay area are not Patrol days, except that of Opao Census Division. Presidential election - Mr. Liriope Mubac/D.D.A. was re-elected as a President, and Vice - President Keka Pivetal c/ Siviri village.

3. KAIPI.

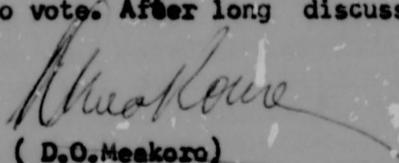
Mr. Maynard, A.D.O., Mr. Meikle, and Mr. D. Meakoro. The Patrol was conducted by A.D.O. Maynard. The purposes of this Patrol for Kaipi Local Government Council election.

Kaipi Local Government elections was high through out the Council area. This was shown by the number of nominations received - twenty nine to stand for sixteen positions. A fairly high percentage of voters in each village showed a preference to fill in their own ballot papers. Preferential voting system was maintained during the time of the elections through out each village.

3. TRIKOLO.

Elections held from 12th, 26th August, 1969 and were conducted by Mr. Boyes, Assistant Returning Officer, and self Presiding Officer.

The only trouble the Patrol had was Paivera/Archava Ward. After nominations were taken and ballot papers printed the people Ward 2. started voicing objections to Council. They, then refused to vote. After long discussion the matter was settled.


(D.O. Meakoro)
56668 566666 6t Assistant.

PATROL DIARY.

KORIMIRI LOCAL GOVERNMENT COUNCIL.

GENERAL ELECTION.

1969.

- Thursday 29th May. Left Kerema for Ihu at 3.50.p.m. per Aerial Tours, arriving 4.15.p.m. and remained overnight Ihu. Self arrived 4 days earlier, before election due to start Monday 2nd June, 1969.
- Friday 30th May. Morning spend with Mr. G.G. Chapman (CPO). Preparation on election papers and things to take them out on patrol. Afternoon spend the time with the Council Clerks at Orokolo and Korimiri Councils books, until 4.15.p.m. Returned and remained overnight Ihu.
- Saturday 31st May. Observed Ihu Station.
- Sunday 1st June. Observed Ihu Station.
- Monday 2nd June. Left Ihu 8.15.a.m. for Vailala East NO.1, arriving 8.30.a.m. together with Mr. Chapman CPO.; Kamuru Kai-ri, Council Clerk, Pairi Aihapo, Interpreter per Outboard Motor. Election conducted at Vailala East NO. 1, until 1.p.m., thence to Vailala East NO.2., arriving 2.30.p.m. Election held there until 4.0'clock. Returned and remained overnight Vailala East No.1.
- Tuesday 3rd June. Left 7.45.a.m. per Korimiri L.G. Council tractor for Koilahu/Aivau villages, arriving 8.15.a.m. Election held there until 12.45.a.m. Nothing much was done that afternoon until 4.p.m., and overnight Koilahu.
- Wednesday 4th June. Left for Keakea at 8.15.a.m. (waited for tractor back from Vailala East No.1) arriving 9.30.a.m. - 12 noon election at Keakea was over, thence per tractor to Keuru river. Ferry took patrol across, walked along the beach for Herekere village, arriving 2.30.p.m. Observed that afternoon, slept there.
- Thursday 5th June. Left Herekere 8.0, Clock per foot arriving 8.15.a.m. Election conducted there until 1.p.m., returned to Herekere arriving 1.15.P.M., remained at the rest house until 4.0, clock, and overnight there.
- Friday 6th June. Election held at Herekere at 0800-330hours. The following villages involved, Herekere, Hiru, Pekoe, Noviho, Aruhu, and Lui. Departed Herekere per foot to Keuru river across the river by ferry. Picked up tractor to Vailala East No.1, arriving 5.p.m. Hired Outboard Motor arriving 5.20-7.30^{am} arrived at Ihu per foot. Remained overnight Ihu.
- Saturday 7th June. Observed Ihu Station.
- Sunday 8th June. Observed Ihu Station.
- Monday 9th June. Holiday Queen's Birthday.
- Tuesday 10th June. Left 8.15.a.m. for Lui, Haroro and Karakaro, arriving 0900- 01100 hours the election was over. Discussed with the people, construction of roads repairs to the falling bridges until 12 noon. At 2.p.m. accompanied Mr. Chapman inspecting water pumps and tanks until 3.45.p.m. Returned and remained overnight at Lui.

(5)

contd.

1969.

Wednesday 11th June. Left 7.30.a.m. by foot followed the 8 miles walking track to Belepa/Hiloi, arriving 11.a.m. election conducted there until 1.30.p.m. Spend time on discussion with the people, the matters such as roads to area are terrible etc. until 2.30.p.m. - 4p.m. inspected the water pumps, and tanks. Returned to Belepa and remained overnight there.

Thursday 12th June. Left 7.30 am per walking followed the track through Maira Plantation, arriving 10.am-10.15am. hired Speed Boat for ~~out~~ Iori/Lepokera, arriving 10.30.am. - 12.30.pm. the whole General Election was over. Next for 1/2 hours discussion with the people on roads. Patrol departed for Ihu, walked to the river, hired the Outboard arriving 4.p.m., and remained overnight at Ihu.

Friday 13th June. Morning election figures until noon- some of it afternoon until arrival of Plane. Left Ihu for Kerema at 3.0.clock, arriving 3.54 . p.m. and observed that afternoon.

No. of Field days. 16 days.

PATROL DIARY.

Kerema Bay Local Government Council.

1969

General Election.

(4)

- Monday 7th July . To Siviri village at at 8.15.am. together with Mr. Waynard ,Assistant Returning Officer,Stanly Ivara, Interpreter, and self as Presiding Officer.Travelled there by Landrover, arriving 8.30.am.Election held arriving until 12.15.pm. Returned to Kerema by Landrover arriving 12.30.pm. Election figures in the afternoon. The majority of this election days were not Patrol days.Only one day trip there and back to the Station, except Opao ,camped out there one night.
- Tuesday 8th July. Left for ~~Karasa~~ ^{Karasa} at 0800 hours by Landrover arriving 8.10.am.No election held as incumbent Councillor was nominated unopposed.Returned to station.Self attended various matters such as minutes,filings,and correspondence at Kerema Bay Council. Afternoon departed for UAPIPI by Trade Wind dinghy arriving 1.15.pm. Election held there until 4.pm. Returned to Kerema, arrived 5.pm.
- Wednesday 9th July. Left Kerema at 0800 hours by dinghy arriving 8.30.a.m. Held election there until 1.15.p.m.thence Mei.No.2 until 4.p.m. Returned to station arriving 4.30.pm.
- Thursday 10th July. Left Kerema 0800 hours for Opao by dinghy, and left the dinghy at the creek to be returned to Kerema.Followed the walking track to Haupoe/Avuipi villages.Held elec- at Haupoe until 1.0'clock.Spend an hour answering ques- tions from village people about roads,tanks,and water pumps. Thence departed for Ilovapare/Havihuhu.Arrived there at 2.p.m. No election as incumbent Councillor was nominated unopposed. Returned to the rest house at Mirakere village, across the creek where we compiled the election figures until 5.30.pm. and overnight at Mirakera.
- Friday 11th July. Election held at Mirakera at 8.0'clock until 1.p.m. Thence to KAPIKI village.Travelled at the walking track arriving 2.30.pm. Held election there until 4.30.pm. Dinghy arrived from Kerema and departed for Kerema arriving 5.45.pm.
- Saturday 12th July.Election held at both town Wards,polling booths were manned at Sub-District Office and at the Council Cham- bers. Mr. Chapman, Education and self were at Ward 11 Kerema North, until Mr.A.Johnston arrived from Ihu took over from The pm booths were open between 9.a.m to 12 midday.
- Sunday 13th July. Observed.
- Monday 14th July. No election, according to the programme.
- Tuesday 15th July. Departed for Mamuro at 0800 hours by dinghy arrived 0900 hours.No election as incumbent Councillor was elected unopposed.Returned to Kerema. Arrived 01100 hours.
- Wednesday 16th July. Departed Kerema 0800hours for URINI, arrived at 0830 hours.Held election until 09100hours. Returned to Kerema at 11.30.am.

(3)

PATROL DIARY.
KAIPI LOCAL GOVERNMENT COUNCIL.

GENERAL ELECTION.

1969.

- Monday 4th August. Departed Kerema for Silo No. 2 at 0730 hours together with Mr. P. Maynard ADO, Mr. A. Meikle Assistant Patrol Officer, and Interpreter Gungadin. Travelled as far as the end of vehicular road on Cupula Hill, thence by foot along walking track to Silo No. 1 arriving 1000 hours. Held election there, thence walked along the beach to Silo No. 2, no election held there as incumbent Councillor was nominated unopposed. Inspected wells and Pumps, then left for Iropi (Uamai No. 2.), arrived 1505 hours. Took nominations for election to be held there next day. Overnight at Iropi.
- Tuesday 5th August. Election at Iropi from 0900 hours until 1300 hours. Thence to Pomara along the beach arriving 1440 hours where held election until 1730 hours. Departed Pomara after evening meal for Karama No. 1. arriving 1930 hours. Overnight at Karama No. 1.
- Wednesday 6th August. Election at Karama No. 1 (Baraku) from 0830 hrs. until 1230 hours. Thence to Kerema village where election conducted until 1600 hours. Returned to Karama No. 1, and overnight there.
- Thursday 7th August. Election held at Pukari from morning until 12.30 p.m. Afternoon to Koaru where election conducted until 1630 p.m. Walked back to Karama No. 1 and remained overnight there.
- Friday 8th August. To Kaipi Local Government Council Office at 0800 a.m., where carried out office work until 11.30 a.m. Mr. Bell, District Commissioner, Mr. J. Quinn, Assistant District Commissioner arrived from Malalaua, to meet the newly elected Councillors, during the initial meeting of the Council. Nominations were called for President and Vice President. Manner of voting was by secret ballot, conducted by Mr. Maynard, Assistant Returning Officer. President and Vice-President was elected to date. Mr. District Commissioner (Mr. Bell), presented the Councillors with their badges then told them about the progress of the area over the past ten years.
- District Commissioner, and Assistant District Commissioner left for Malalaua after the lunch.
- Meeting closed at 1715 hours.
- Overnight at Karama No. 1
- Saturday 9th August. Left Karama No. 1 at 0800 hours walked to Cupula arriving 1215 hours. Picked up vehicle there to Kerema arriving 1250 hours. Observed that afternoon

1363

2

Friday 22nd August. Departed Herekere 8.am for Pakowabu village arriving 8.30.am. Held election until 11.55 a.m. Left Pakowabu at 12.25.pm. for Ihu, per tractor arriving 1.10.pm. Afternoon - election figures till 4.pm..

Saturday 23rd August. Observed.

Sunday 24th August. Observed.

Monday 25th August. Departed Ihu for Auna village at 8.am. per tractor, arrived 8.10.am. Held election until 11.am. Returned to Ihu. Afternoon election figures. Overnight Ihu.

Tuesday 26th August. Departed Ihu for Vailala/Hiloi per tractor at 8.am, arriving 9.am. Held election there until 12.45.pm. Returned to Ihu 1.45 a.m. Election figures in the afternoon. Overnight Ihu.

Wednesday 27th August. Departed Ihu 8.30 a.m. for Kerema per Aerial Tours, arriving 9.am. To bank, thence to Kerema Bay Council. Various matters were attended until afternoon.

PATROL DIARY.

OROKOLO LOCAL GOVERNMENT COUNCIL.
GENERAL ELECTION.

1969

- Monday 11th August . Departed Kerema for Ihu By Aerial Tours at 4.30.p.m. arrived 5.p.m., uplift by Landrover to Pakowabu village. The road had been washed away by water. Patrol gears were left behind, walked to Lariau village, arrived 10.p.m. Met tractor, send back to Pakowabu for gears. Waited at Lariau for tractor, arriving 12.p.m. Uplift by tractor to Muro, arriving 2.30.p.m. Overnight Muro.
- Tuesday 12th August . Held election at Muro until 1.p.m. Departed Muro for Harevavo village, per tractor arriving 2.p.m. Election held at Harevavo until 5.p.m. Remained, overnight Harevavo.
- Wednesday 13th August. Left Harevavo for Kaivakavu village at 8.a.m. per tractor, arriving 8.30 a.m. Election held at 8.45 a.m. ,until 3.30.p.m. Returned to Harevavo, remained and overnight Harevavo.
- Thursday 14th August . Left Harevavo by tractor to Kavava village . Held election 0900-01100 hours. To Orokolo Hospital on investigation, owing patients been admitted to Hospital and escaped. Discuss matter with the Sister. While there Mr. Bell, District Commissioner, and Assistant District Commissioner arrived from Ihu, on inspection. Mr. Bell (DC), Mr. Wallace (AO) left at midday for Ihu. Mr. Boyce Assistant Patrol Officer and self departed per tractor for Harevavo and overnight Harevavo.
- Friday 15th August . Left Harevavo at 0900 hours for Muro by tractor, arriving 01100 hours. The election was to be for Maiva village (Ward 6). Held election after the arrival ,until 3.30.p.m. Returned to Harevavo an overnight Harevavo.
- Saturday 15th August. Departed Harevavo per tractor for Ihu arrived 01100 hours and observed.
- Sunday 16th August. Morning observed until 3.30.p.m. left Ihu for Hopaiku village per landrover to Pakowabu, road been washed . Walked there 2 miles uplift by tractor arriving Hopaiku 6.30.p.m. Overnight Hopaiku.
- Monday 18th August. Departed Hopaiku 0800 hours for Lolchairu village per tractor arriving . Election held until 10.30 .a.m., thence to Ioku village. Election held there until 1p.m., thence to Hopaiku village. Election held there until 4.30.p.m. thence to Hopaiku rest house and overnight there.
- Tuesday 19th August. Departed Hopaiku for Arehava No.2 at 0800 hours arriving 01100 hours. Nominations were taken after the arrival ,the people refused to vote. After long hours discussion on road through from Harilareva village. But the people Harilareva would'nt let their Coconuts, and sago palms to be cut down, unless if paid for. Kka It came to agreement after all that road will be opened there through Harilareva. Election held until 1.30.p.m. Returned to Hopaiku arriving 4.30.p.m. Overnight Hopaiku.
- Wednesday 20th August. To Harilareva village. Held election until 12 noon. Returned Hopaiku. Afternoon spend on election figures until 4.30.p.m. Overnight Hopaiku.
- Thursday 21st August. Departed Hopaiku for Herakere village per tractor arriving 8.45 a.m. Election held until 12 noon. Election figures until 4.30p.m. Remained overnight Herakere.
- Friday 22nd August.



TERRITORY OF PAPUA AND NEW GUINEA

MP. 67.2-65
DL

PATROL REPORT

District of..... GULF Report No..... KEREMA No. 11 of 1969/70
 Patrol Conducted by..... J. A. Johnston (D.O. - S.L.G.O.)
 Area Patrolled..... All Gulf District Council Headquarters and parts of some Council areas.
 Patrol Accompanied by Europeans..... Nil
 Natives..... Nil

Duration—From... 1./7./1969... to 30./9./1969... (broken periods)

Number of Days..... 38

Did Medical Assistant Accompany?..... No

Last Patrol to Area by—District Services..... /...../19..... (refer general patrol reports)
 Medical /.../19.....

Map Reference.....

Objects of Patrol..... SAGO inspections of councils under S. 11 of L.G. Ordinance.
 General check of council activities. Training of clerks.
 Familiarisation with council areas.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

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67-2-17

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

10th November, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO. 11/69-70.

Your reference is 67-2-65/1591 of 30th October,
1969.

2. I acknowledge with thanks receipt of Special Report by Mr. J.A. Johnston, S.L.C.O., to all Gulf District Council Headquarters.

3. I am impressed by this concise, informative report. It provides a brief but sound summary of the Gulf District Councils.

4. There does appear to be a need for the Baimuru and Kikori Councils to be given closer attention.

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



TERRITORY OF PAPUA AND NEW GUINEA

67-2-17

(5)

Telephone
Telegrams
Our Reference 67-2-65/1591.
If calling ask for
Mr.

Department of District Administration,
KEREMA, GULF DISTRICT.

30th October, 1969.

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

KEREMA PATROL REPORT No. 11-1969/70.

The abovementioned report attached refers.

This report is of a special nature covering visits to all the Councils in the District, supervision of their capital works, audit of financial books, training of Councillors and Council Clerks, and instruction of Council advisers. During the period, all but a few of the more remote villages in Council areas have been covered.

Mr. Johnston has worked hard and untiringly during the quarter in an endeavour to repair the damages of earlier years of neglect throughout the Council organisation.

There has been a decided improvement during this period and the basis is being laid for a successful year by all Councils.

For your information and necessary comment please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Att.

(4)

KEREMA PATROL REPORT No. 11 of 1969/70

PATROL DIARY - J.A. JOHNSTON (SLGO)

1969

30 June - 5 July.

Walked to Karama, the Kaipi Council H/Q. Work on Final Financial Statement and Annual Reports. Attending council meeting - 1st revised estimates. Visited each village for inspection of all council projects. Returned to Kerema. (4½ hours walking).

7 July - 12 July.

To Ihu Patrol Post per plane. Work on Final Financial Statements, Annual Reports etc for Orokolo and Korimiri Councils. Attending council meetings - 1st revised estimates. Returned Kerema per plane.

15 July - 17 July.

To Kikori per plane. Per dinghy to Omati Settlement Scheme (2½ hours trip). Full inspection of all work going on. Returned Kikori.

17 July - 20 July.

To Baimuru per dinghy (2½ hours trip). Work on Council Final Financial Statement, Annual Reports etc. Attending council meeting - 1st revised estimates.

20 July - 22 July.

To Kikori per MV Magila (6½ hours trip). Work on Council Final Financial Statement, Annual Reports etc. Attending council meeting - 1st revised estimates. To Malalaua.

22 July - 25 July.

From Kikori to Malalaua per plane. Per dinghy to Kukipi/Lalapipi (1 hour trip). Work on East Kerema Council's Final Financial Statement, Annual Reports etc. Attending council meeting - 1st revised estimates. To Kerema per plane.

5 Aug - 6 Aug.

To Baimuru per plane. Check of all financial books of council to locate error in July balance.

6 Aug - 9 Aug.

From Baimuru per dinghy - across to eastern leg of Purari R. and Avavu village in Orokolo area (3½ hours trip). Walked to Muro Pltn. Then per landrover with Fr. Compte of Catholic Mission - tour of Orokolo villages, inspection of council projects. To Ihu P.P. Check of Orokolo and Korimiri council's books, tax audits etc. Departed Ihu 6.20 am. Across Vailala R. then walked along beach visiting all coastal Korimiri villages, council projects etc. To Kerema 4.0 pm.

26 Aug - 27 Aug.

Walked to Karama, inspecting road work through the Kaipi Council area. General check of council books.

(3)

- 27 Aug - 30 Aug. Walked to Lelefiru, then dinghy to Kukipi/Lalapipi. Attending council meeting - discussion of re-constitution of council. Check of council books, tax audit etc. To Malalaua per dinghy. Discussions with ADC (29th). To Lelefiru per dinghy, then m/byke through Kaipi area to Silo, then walked to Kerema.
- 2 Sept - 4 Sept. To Kikori per plane. Check of council books. Stocktake and check on council trade store operations.
- 4 Sept - 5 Sept. Check of council books to date. Arrangements for handover/takeover between Council Adviser and ADC Kikori. To Kerema per plane.
- 8 Sept - 10 Sept. To Ihu per plane. Check of books, tax audit etc for Orolo and Korimiri Councils. Returned Kerema per plane.
- 24 Sept - 29 Sept. To Terapo per plane, then dinghy to Kukipi/Lalapipi. Attending East Kerema council meeting. Per dinghy to Lese-Oalai at 7.45 pm. Per dinghy, then walked to Iokea village. Inspection airstrip; visit to United Church Moru Mission Station; discussions with people re proposed roads.etc. Walked back to river - per dinghy to Miaru. Inspection school and village. To Lese-Avihara inspection school and village. To Lese-Kavora, inspection village. To Lese-Oalai. Inspection of airstrip. Walked out along Pōpō-Miaru road to foothills. Per dinghy to Kukipi. Inspection of station housing. To Lalapipi - work on council books etc. To Malalaua per dinghy - discussions with ADC. Per tractor along APC road. Then walked to Koaru on Kaipi coast, inspecting roadwork and proposed routes for roads linking Malalaua and Kaipi areas.
- 29 Sept. Walked along Kaipi coast inspecting all sections of road work carried out. Also bridges. Returned Kerema 8.30 pm.
-

(2)

PATROL REPORT - KEREMA No. 11 OF 1969/70.

This report is of a special nature and covers the first quarter of 1969/70, and details visits made to Council headquarters and areas by the writer during this period.

It will be noted that only six of the seven Gulf District Councils are mentioned in the patrol diary. Work on the Kerema Bay Council books and visits to parts of the Council area do not necessitate patrol days, thus this Council is not included.

Following is a brief report on the present situation in each Council area:

EAST KEREMA:

At present involved in drawing up new ward boundaries, etc., to include new village groups and all alienated land.

Works program, self-help projects on airstrips, roads, etc., all progressing at a steady rate.

Tax collections very good to date.

People generally happy with Council work and other matters.

KAIPI:

Fairly large involvement in road building program from Kerema to Malalaua.

Works program progressing satisfactorily.

Tax collections good.

General attitude of people and progression of Council considerably improved over past four months, with regular visits by D.D.A. officers and the services of a regular Council adviser.

KEREMA BAY:

A somewhat lethargic group hindered to some extent, in projects such as road building, by their lack of numbers, caused by approximately 50% of the people being absent in other areas.

Works program progressing at too slow a rate.

Tax collections reasonably good.

KORIMIRI:

Regular road construction and maintenance work being carried out throughout the area.

Works program getting under way satisfactorily.

Tax collections good.

Improvement in people's attitude and co-operativeness over past 4-6 months with regular visits to area by D.D.A. officers and with services of a regular Council adviser.

OXOKOZO:

Very similar to situation in Kordiani Council.
Tax collections very good.

ATHURU:

Council works, participation and attitude of people
all at a rather low level.

A recent inspection of Council installed projects
reveals very shoddy construction in buildings, wells unusable,
pumps broken or not installed at all, etc., etc. It will be a lot
for the taxpayers to pay for.

Tax collections to date are very poor.

A keen officer/advisor is required to get this Council
on its feet and functioning properly. With the present D.D.A.
staff position in the Kikori sub-district and elsewhere, this does
not appear possible.

KIKORI:

Council functioning fairly well, but both Councilors
and people have a long way to go in understanding and implementing
the local government systems efficiently.

Current works program progressing steadily.

Tax collections to date are fairly good.

The future D.D.A. staff position at Athuri will probably
have much bearing on the Council's future success, as with Athuri.

M. J. ...

(D.D.A. ...)

...



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... GULF Report No..... 12 - 69/70

Patrol Conducted by..... MR. J. B. QUINN. A. D. C.

Area Patrolled..... KEREMA BAY C/D

Patrol Accompanied by Europeans..... NIL.

Natives..... THREE

Duration—From 27 / 10 / 1969 to 14 / 11 / 1969

Number of Days..... 4 PATROL DAYS
5 FIELD DAYS

Did Medical Assistant Accompany?..... NO

Last Patrol to Area by—District Services..... 1 / 10 / 1969 - 14 / 10 / 69

Medical / / 19

Map Reference..... MILINCH OF KEREMA ; FOUNNIL OF WAU

Objects of Patrol..... (1) COUNCIL TAX PROSECUTION

..... (2) GENERAL ADMINISTRATION

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....
.....
.....

67-2-33

Division of District Administration

KONEDOBIL, PAFUA.

19th February, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO. 12/69-70.

Your reference is 67-2-66/1950 of 19th December, 1969.

2. I acknowledge with thanks receipt of Situation Report by Mr. J.B. Quinn, A.D.C., to Kerema Bay Census Division.
3. Mr. Quinn has provided a thoughtful account of the general situation in this area. The need for prompt, effective action is clearly indicated; and in this regard, your covering comments complement the report in an informative manner.
4. The present drive to get this area 'moving' is most encouraging.

(S.J. PEARSALL)

a/Secretary
Department of the Administrator.

cc: Mr. J.B. Quinn,
Sub-District Office,
KEREMA.
Gulf District.

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

67-2-33. (3) (13)

67-2-66/1750.



KEREMA, GULF DISTRICT.

19th December, 1969.

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

KEREMA PATROL REPORT No. 12-1969/70.

KEREMA BAY CENSUS DIVISION.

MR. J. SUINN, A.D.C.

The abovementioned report and covering comments
KS.17-2-2 dated 12th December, 1969, refer.

As you say, the Council to date appears to have
been simply a tax collecting agency. It is necessary
that village works on this years' capital works programme
are completed, the few previous works repaired or maintained
and a far wider ranging works programme in following years.

The compilation and publication of the Five Year Plan
is urgent.

Very few rules other than tax have been promulgated.
This must be altered in the near future.

The supply of access to the Opau people is also most
necessary as is the survey of a road in the hinterland parallel
to the coast.

With the opening of the Opau area and the settlement
of the Murua Land Dispute and subsequent use of this large
area of fertile land which has been in escrow for so long,
there should be many opportunities for economic development
by those who, to date, have expressed interest.

The overall plan for this as well as all other Gulf
areas, is to entice the return of the enormous number of
families who have in the past left this district for greener
pastures.

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Department of the Administrator,
KONEDOBU.

For your information and comment please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

2
11
KSG7-2-2

Sub-District Office,
KEREMA

2th December, 1969.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL NO. 12 -69/70.

Please find attached three copies of a Patrol Report covering a patrol of the Kerema Bay and part Kaipi Census Division.

2. Your 67-2-62/1807 of 2/12/69 - Comments on Mr. Meikles Kerema 8-69/70 - also refers.
3. Only general discussions on a road to the coast were held with the OPAU people ; I wished to check on the feasibility of the road before taking the matter any further. The road is feasible and would be useful for the reason stated in the last paragraph on Page 2 of the Situation Report. As stated in the Report, the OPAU villagers were the only people who expressed an interest in economic development.
4. The road will be discussed with the OPAU Councillors next week, and a decision whether to submit for Rural Development Funds or not will be made.
5. Action will be taken next week to initiate prosecutions against parents of school-children who have failed to attend the OPAU school.
6. For your comments and onforwarding, please.


(J.B. QUINN).
Assistant District Commissioner.

11
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TERRITORY OF PAPUA AND NEW GUINEA.

PATROL REPORT

Kerema Patrol Report No. 12 - 69/70

Sub-District : Kerema

District : Gulf

Council/Non Council area : Kerema Bay L.G.C. area, part Kaipi
L.G.C. area.

Conducted by : Mr. J.B. Quinn, A.D.C.

Area patrolled : Kerema Bay C/D

Personnell accompanying : R. ROVELA Interpreter
Sgt. 125 GELAI
Constable 1/C 171 POJARI

Duration of Patrol : 27/10/69 - 14/11/69 (broken)
9 patrol days 5 1/2 field days.

Date, duration of last D.D.A. patrol : 1/10/69 - 14/10/69
7 patrol days 5 1/2 field days.

Objects of Patrol : (1) Conduct Kerema Bay L.G.C. tax
prosecution.
(2) General Administration.
(3) Area familiarisation.

Population : 4,004

Map Reference : Milinch of Kerema / Fourmil of Wau

Village Population register: Not Enclosed.

TERRITORY OF PAPUA AND NEW GUINEA.

10

KEREMA PATROL NO. 12-1969-197

27/10/69
Monday

Departed KEREMA 1100 after some motor trouble. Canoeed to MURUA, dropped off cargo and moved on to MAMURO, along narrow and winding canal. Reached MAMURO 1400 and met Mr. J. Wencell. Loaded party on board canoe and returned KEREMA to offload party and change troublesome motor. Returned up MURUA river, arriving D.A.S.F. station 1700 hours. To Mr. Bruyn's house, talks with him and Catholic Mission father on local affairs and road-work.

28/10/69
Tuesday

0730 to inspect road-works and possible stream crossing. Returned MURUA station after visiting MURUA Primary "T" school. Police sent to bring in tax Defaulters. Inspection all settler blocks at 1000 and talked with about 20 block-owners. Discussions with Headmaster Primary "T" school - a most discouraged man. Organized meeting P&C Committee, Head-Master and interested people for next morning. Returned MURUA 1530 hours; commenced tax Courts. 13 cases heard. General discussion followed.

29/10/69
Wednesday

0730 to Primary School. Meeting with about 12 people - organised large general meeting for next Sunday. Moved onto inspect more settler blocks. Returned station 12-15 hours and patrol taken to MATUPU river. Went by outboard up nearby stream for discussions with Catholic Mission party which had finished road survey. Proceeded by dingby to MAMURO, arriving 1715 hours. Camped in dilapidated rest-house.

30/10/69
Thursday

Tax Courts in morning. Inspected village. Proceeded by dingby to KAPIRI. Everybody had paid tax. Inspected all houses. Discussions on local affairs, Development Bank, absenteeism OPAU SCHOOL rest of afternoon and evening.

31/10/69
Friday

Departed KAPIRI 0710 and after easy walk reached OPAU village. Inspected Aid-Post and School, proposed land for school, Council Tanks (rusted). Discussions on Rural Development. Departed 1030 for KEREMA, arriving station 1300 hours. Office duties in afternoon - District Court Committal proceedings had been scheduled but papers had not arrived.

2/11/69
Sunday

Departed for MURUA 0900 for Primary "T" School meeting. Many resolutions passed - remains to be seen whether action eventuates. Returned KEREMA 1530 hours.

①

3/11/69

Departed for OPAU area. Arriving 1130. Discussions with Councillors on Rural Development and land re-settlement. Commenced tax courts 1315 and continued until 1800 hours.

4/11/69
Tuesday

At MIRAKERA. Continued tax courts finalising them 1230 hours. 46 cases heard. Inspected school and discussed school affairs with Head-Master. Further discussions on land re-settlement, Development Bank, etc, etc. Inspected ABUIPI, HAUPOE, HAVIHUHU, HEVAVIRI, ILOVOPARE, and NAMOHOROI.

5/11/69
Wednesday

0715 to OPAU school to survey land. Then inspected Aid-Post and discussed health matters with A.P.O. Left MIRAKERA 0900 and walked generally S.S.W. to the LAPARE settlement of ILOVOPARE. Courts at settlement and discussion on local affairs. Proceed generally S.W. eventually arriving beach near the Bluff; good prospects for a road from the coast inland to the Bluff. Walked up beach to ARAIMIRI mission for discussions on roads with Father Michellod.

6/11/69
Thursday

At ARAIMIRI. Walked to rear of mission to inspect brick making plant then along base of Bluff to check on possible road. Inspected natural gas flow on the Bluff. Returned mission, then departed by motor-bike to MEI. Inspected village. Walked to UARIPI. Talks with Councillor and people in evening.

7/11/69
Friday

At UARIPI. Heard tax courts. Then walked back to MEI inspecting road-works and talking with Councillors and people about the work. Walked down to PETOE and discussed local affairs with MR. Knife, United Church missionary. Departed for KEREMA 1220. To Council Chambers for Council meeting in afternoon.

10/11/69
Monday

To KARAETA village in morning for tax courts and discussions with people. Returned Kerema 1130 hours.

11/11/69
Tuesday

To SIVIRI village in morning for tax Courts and general discussions. Some desire to get CUPOLA rubber plantation moving again. Returned KEREMA 1230 hours.

12/11/69
Wednesday

To URIRI village in morning for tax Courts and general discussions. Met with KARAETA and SIVIRI people and inspected CUPOLA rubber plantings. Returned KEREMA 1500 hours.

13/11/69
Thursday

To LOU village for tax prosecutions and general discussions. Departed LOU 1430 hours and walked down to SILO NO1.

(3)

10

Discussions with Interpreter Stanley on road work. Walked $\frac{1}{2}$ hour down to SILO NO. 2 for talks with Surveyors Assistant on road work. Returned SILO NO. 1 1830 hours.

14/11/69
Friday

Departed SILO NO.1 0545 for SILO NO.2 Met surveyors Assistant and walked to UAMAI. Got onto road trace and followed it back arriving head of trace 1130 hours. Continued through bush to Stanley's party and checked progress of road cutting. Departed 1415 and walked up SILO river, checking on road possibilities. Surprised to arrive edge of EPO plantation 1515 hours as had thought I was much further East. Returned to Kerema 1630 hours

PATROL STOOD DOWN.

SPECIAL REPORT

KEREMA No. 12-69/70

One of the main objects of this patrol was to prosecute tax defaulters of the Kerema Bay Local Government Council. Every village in the Census Division was visited; at the time of writing, prosecutions for Kerema town tax defaulters have not been carried out, though it is hoped to complete them before Christmas.

Some interesting figures were worked out as a result of this patrol. They are: Of all the tax defaulters, 25% were prosecuted, 22% were permanently absent (away over 2 years and not expected to return) 15% have yet to be contacted (absent from the village but expected to return within 3-4 months), 20% were exempted (mainly abandoned wives with no source of income - and a surprising number of children whose ages had been incorrectly entered in the registers). The remaining 18% consisted of people who were allowed to pay their tax without being prosecuted.

The other object of the Patrol was to familiarise myself with the area. My observations are contained in the following Situation Report.

(6)

SITUATION REPORT

KEREMA AREA NO. 12-1969/70.

Introduction

This patrol followed two weeks behind Mr. A. Eikle's Kerema Patrol No. 8-69/70. Mr. Eikle had gone out to advise all villages that a Council tax prosecution would be following him and that the people had a final chance to pay their tax to the Kerema Bay L.G.C. before the follow-up patrol arrived.

This patrol was also a familiarisation patrol for myself and provided me with a knowledge of the whole area and its prospects and problems.

Political

The entire census division comprises the Kerema Bay L.G.C. area. Though the Council has been operating for nearly 9 years, the people in the villages have very little to show for their tax money - an occasional well, a rusted water tank, a dilapidated school building etc, etc. I do not think that local government has penetrated into village life; the people appear fatalistically resigned to the fact that they have to pay tax and that they have to go through the motions of electing councillors but they do not really expect any benefit from the Council.

I feel I must stress that the above pessimistic observations are the result of this short patrol, and a total of 4 months experience of the area at the time of the patrol.

Action is being taken to rectify this situation. A weeks training course for all Councillors is to be held at Kerema from the 15th - 19th of December. This course will concentrate on the powers and responsibilities of councillors, the work of Councils in general and will also try to inculcate the idea that the Administration, Council and people can help the area develop if they work together.

Action will also be taken to ensure that the Council works program is carried out and that pumps are repaired and tanks patched or replaced where necessary.

The Council Five Year plan has never got beyond the discussion stage; action will be taken to finalise and publish the plan so that Councillors and people will realise that they have some definite and orderly program to work towards.

The Council will also be advised that it should concentrate on village amenities for next financial years' works program.

Some discussion was held about the work of the Central Government and an attempt was made to find out the thoughts of the people on self-government and the House Of Assembly. Naturally enough, Councillors and people were very reticent with the writer but the consensus of opinion was that they were not ready for self-government as they had little education and little chance of developing economically.

Dissatisfaction was expressed by the people of MEI and VARIPI villages in that their M.H.A. Mr. P. Lakoloko had never bothered to visit them since he had been elected. The people were

were advised that they could, if they wished, issue an invitation to their Member to visit their area.

Economic

All settlers on the MURUA blocks were visited and discussions were held with them on their local problems. The only dissatisfaction expressed was with the delay in putting in the MURUA internal road system. A Bull-dozer is working on these roads at the moment.

The writer was impressed with the large areas of good land available not only in the MURUA area but, to a greater extent, in the OPAU area. OPAU is a general name for the nearby villages of ABUPI, HAUPOE, HAVIHUHU, HEVAVI I, ILOVOPARE, MIRA MIRA and NAMOROCI.

The OPAU councillors and people were the only group visited that expressed any real interest in economic development. Their ideas are unformed (they wanted me to let some "company" know that they were prepared to give away land as long as the "company" assisted in the development of their area) but they appear willing to seek guidance.

At present, these people are relatively isolated and have no real outlet for any money they do receive from sale of produce. It is a hours walk from NAMOROCI to the canoe landing point on the SIRIA creek. The KARABURE creek which flows through these villages is far too shallow for canoe traffic.

The former Co-Operative store at LAPARE closed down some time ago because of bad management. This was most unfortunate as this store was not only a retail outlet but also a purchasing point for copra from the area. I have written to the Co-Operative Officer at Ihu in an endeavour to find out if this store can be reopened and placed on a sound commercial footing.

Mr. Heikle had walked from the OPAU area to the coast in order to find if a road route into this area was possible. He walked up over the Bluff and along its western slopes to the coast.

This patrol followed his route to LAPARE and then diverged to follow along the eastern slope of the Bluff. From the OPAU area the route generally followed up the left bank of the KARABURE Creek and then swung S.W. to the LAPARE settlement. The first 40 minutes was fairly low-lying until the track rose and followed some gently rolling ridges to LAPARE. The track crossed and recrossed the LAPARE six times but no difficulty would be experienced in working a road along the bank and crossing the creek (about 30 feet wide) by a small bridge. From LAPARE, the trace runs generally S.S.W. along the eastern base of the Bluff ridge. Parts of this were swampy due to run off from The Bluff, but the road could be put further up the slope. In any case, unlimited quantities of coral surfacing are available from The Bluff itself.

Justification for the road is that it would open up and pass through large areas of good land and provide vehicular access to the coast for 577 people. I will be making a submission that this road be placed on next years Rural Development Fund list.

There are Co-Operative stores also at MEI and UARIPI; the store at MEI especially, was large and well stocked. A quick examination of the store receipt book showed that only about \$10 - \$15 worth of business was done each day; for a village group of 870 people, this was considered a very poor showing.

The economic centre for the whole area is the Kerema market. Nearly every village sends representatives each week with fish, garden produce and betel-nuts. There are no figures for numbers of buyers or sellers, or the amount of money which changes hands, as no records are kept, but a "guesstimate" would be \$800 per week.

The Petoe - The Bluff road is proceeding in spasms - THE SPASMS being generated by the presence of Administration officers. The PETOE/MEI/VARIPI people stated that they found the greatest difficulty in organising themselves to work together; they wanted an Administration officer to act as a glorified "boss-boi". The difficulty with these people appears to be that their traditional social system has degenerated. Each small sub-clan or group is unwilling to do more work than the next sub-clan or group in case the other group gains an advantage. Consequently, nobody does anything.

Social

As stated, the old traditional social system appears to have broken down. This has been largely caused by the continual absence from the area of over 30% of the total population - this percentage being the younger and more "go-ahead" elements in the villages. There is a vicious circle of "no development therefore an exodus of frustrated people therefore no development".

This exodus has directly contributed to the large number of abandoned and semi-abandoned wives and families in the area. These families receive only an occasional remittance from a husband who may have been away from the village for up to 15 years.

Most villages have Womans Clubs which have largely collapsed. This is a pity because these Womans Clubs could be used as a force for development in the area; at present women are a completely untapped resource.

From my short acquaintance with the Kerema Sub-District I do think that the coastal area from Malalaua to Ihu badly needs the attention of a trained Welfare Officer. Social problems caused by abandoned and neglected families are immense. Womans Clubs could be organised and strengthened and made into a force for development - there is nothing like a nagging wife to get a husband working on schools, aid-posts and roads when the wife has been persuaded that the school, Aid-Post or road will assist her children.

Conclusion.

Previous patrols have summarised the Kerema Bay people as "apathetic" and with "not a very good reputation". These are about the kindest remarks made by officers who have had dealings with them.

The fact that they are a difficult group is self evident and does not warrant further comment. Action is

being taken, and will continue to be taken, to change their attitudes to the Council, to the Administration and to the idea of improving themselves.

As stated, a training Course for all Councillors is to be held from the 15th to the 19th of December. It is hoped that this Course will give all Councillors a better understanding of Council affairs and their own responsibilities and powers. The Course will be followed up by roneoed notes, in the Motu or local language, on the various lectures. These will be distributed and it is hoped that some knowledge will filter down to the village level.

The Council has been largely concentrating on its town contracts for the past few years and village improvements have been somewhat neglected. It is hoped that the trend can be reversed with attention being paid to the implementation of the Councils Works Program for 1969/70; the Council will also be advised to concentrate on village improvements in its 1970/71 Estimates.

Action is also underway to draw up the Council 5 year Program - once the Program is completed, it will be publicised as much as possible so that Councillors and people will have something to work towards.

When the promised Welfare Officer arrives it is hoped that she will be able to reactivate Womens Clubs throughout the area and involve women as much as possible in developmental activities.

It is also hoped that an improved outlet for produce from the area can be introduced, that Co-Operative and village stores can be improved. In this context, I consider that the proposed Trade Store Management course for the area is very necessary. Well run stores with attractive goods in them can stimulate the desire for money and generally improve production of cash crops.

In conclusion, it is considered that the Kerema Bay area has hitherto unexploited potential and that the people can be brought to a realisation of their potential. Changing their attitudes will involve much propoganda and education and will be a slow process.


(J.B. QUINN).

Assistant District Commissioner.

④

APPENDIX A

REPORT ON PERSONNEL ACCOMPANYING PATROL.

Sgt 125 GELAI A policeman of the "old school"
Quite willing, but with little initiative. Conduct
was good.

Constable 1/C POJARI A sullen individual who made
little effort beyond the minimum. Conduct was average.

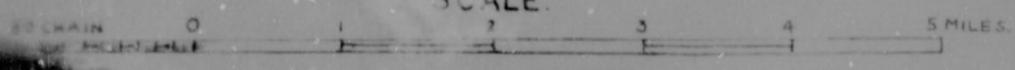
R. ROVELA - Interpreter. A new but very useful man,
still finding his feet as an interpreter.

Comments on Police have been included in their Records
of Service.



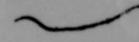


SCALE.



KEREMA BAY CENSUS DIVISION AND
PART KAIPI CENSUS DIVISION.

DRAWN BY: A.J. MEIKLE (P.O.I.T.)

-  PATROL ROUTE (CANOE)
-  " " (FOOT)
-  " " (CAR)

KEREMA PATROL No 12-69/70
J.B. QUINN, A.D.C.
DEC '69





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... GULF Report No. KEREMA PATROL NO. 13 69/70

Patrol Conducted by..... MR. C.A. OVERLAND ASSISTANT PATROL OFFICER.....

Area Patrolled..... PART KABEROPE CENSUS DIVISION.....

Patrol Accompanied by Europeans..... NONE.....

Natives..... CONSTABLE JOHN. CONSTABLE GALOWA. 3 MEDICAL ORDERLIES.....

Duration—From..... 31./10./1969..... to..... 13./11./1969.....

Number of Days..... 14 DAYS.....

Did Medical Assistant Accompany?..... YES..... 3 MEDICAL ORDERLIES.....

Last Patrol to Area by—District Services..... 29...../...../1969.....

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

Map Reference..... JOURNAL OF WAU & KILIMON OF KAPUA.....

Objects of Patrol..... 1. ASSIST IN INFLUENZA PREVENTION.....

..... 2. GENERAL ADMINISTRATION.....

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

.....

GFB:KA

67-2-29
Division of District Administration
KONEDOBU. PAPUA.

19th December, 1969.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 13/69-70

Your reference 67-2-7/1841 of 4th December, 1969.

I acknowledge with thanks receipt of Special Report by
Mr. C.A. Overland, A.P.O., to part KABEROPE Census Division.

The prompt movement of Mr. Overland to DRINGOBA did much
to combat the spread of the Influenza epidemic.

I am pleased to note that appropriate action has been
taken on matters arising from the patrol.

Covering comments complement Mr. Overland's clear,
informative report of a creditable piece of field work.

(T.W. ELLIS)

Secretary

Department of the Administrator.

Mr. C.A. Overland,
Sub-District Office,
KEREMA. Gulf District.

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

67-2-67/1841.

67.2.29/13
KEREMA, GULF DISTRICT.

4th December, 1969.



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

KEREMA PATROL REPORT No. 13-1969/70.

PART KABEROPE CENSUS DIVISION.

MR. C. OVERLAND, A.P.O.

The abovementioned report with your covering comments,
memorandum KB.67-2-2 dated 27th November, 1969, refer.

Mr. OVERLAND has acted very creditably during this patrol when his length of service in the field is considered. But too, he is very fortunate that the emergency gave him the early opportunity to get away so soon on a solo patrol in such interesting country.

The District Health Officer should be pleased to receive such praise for his officers. However, I think Mr. Overland could be advised to still expect a spark of life from us old men of forty plus.

Approval for the purchase of cable for the TAURI River walking track crossing has already been given. It was understood that the work was in hand.

PAINGOBA was built up as a base camp for the KEREMA/KABEROPE Census Division. How can it be of use to KAINTEIBA Patrol Post. The previous patrol which was to make recommendations for the area's future long range plans, in all aspects, has not yet reported. Your advice of when this will be received would be appreciated as, not ever having visited the area, I am completely in the dark.

Comments re helicopters are quite correct, but it is not policy. Those in respect to patrolling, Aid Post, are correct; the first you have in hand; keep me advised re the Aid Post.

(R.S. BELL),
DISTRICT COMMISSIONER.

The Secretary,
Department of the Administrator,
Division of District Administration,
TBU.

For your information and comment please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

12

KSG7-2-2

Sub-District Office,
K E R E M A.

27th November, 1969.

The District Commissioner,
Gulf District,
K E R E M A.

KEREMA PATROL REPORT-NO.13 69/70

Please find attached three copies of a Patrol Report submitted by Mr. C.Overland A.P.O. As you are aware, Mr. Overland was hurriedly airlifted into the KABEROPE in order to combat the recent influenza epidemic which struck this district.

2. Comments I wish to make are as follows:-

Diary 31/10/69 Airdrop, packing of which was supervised by Messrs. Mandell and Meikle, was a success; This was in contrast to the previous drop to a KABEROPE patrol.

Medical Though 21 people unfortunately died, prompt action by the patrol luckily nipped the outbreak "in the bud". The next patrol into this area will try to ensure that the boy with suspected heart complaint is brought out for treatment.

Situation Report The six rest-houses mentioned by Mr. Overland comprise three old, small buildings formerly in use, one new rest house, one Ward/Dormitory and one Medical Orderlies house.

The D.M.O.2 advises that he has a Medical Orderly ready to move into PAINGOBA to set up a permanent Aid-post for these people.

This fact, coupled with our use of PAINGOBA as an occasional Base Camp, should assist in the permanent settlement of the nomadic people.

Social Black magic maintains a powerful influence on these people; a recent murder case in the area was caused by this fear.

Agriculture and Gardening

The area appears to have a completely undeveloped Agricultural potential. Mr. Bruyn's patrol report on this area is awaited here with interest.

Timber Plenty of good timber should be available for bridging on the proposed KEREMA-KAINTEBA road.

Walking Tracks I have had discussions with the O.I.C. KAINTEBA and the D.W.O. about the possibility of obtaining some steel cable in order to put up a more stable and safe foot bridge over the TAURI.

Summary I understand that the Catholic Mission is interested in opening a station in the general IVORI R. area. PAINGOBA may be of interest to them. Mr. Overland also informs me that there is a possible strip site on a ridge across from PAINGOBA; this possibility will be investigated. If a reasonable strip site can be located, PAINGOBA will be of increased value.

I hope that another patrol can visit this area before Christmas to find out if we can commence cutting the road trace to KAINTEBA as soon as possible.

Personnel Mr. Overland has been instructed to place his comments on the Police on Police R.S. Form 1 and their Records of Service.

I have extracted his comments on the Medical Orderlies and forwarded them to the D.M.O.

3. Mr. Overland was very hastily sent to the PAINGOBA area in order to combat a sudden emergency. Despite this, and despite his junior status, he handled himself and his patrol in a very capable manner. His report is clear and concise and contains much information value.

4. I have congratulated him on his good work.
5. Caping Allowance Claim has been processed.
6. For your comments and onforwarding, please.



J. B. UIN
Assistant District Commissioner.

PATROL REPORT

Kerema Patrol No. 13

Sub-District : Kerema

District : Gulf

Council/Non Council : Non Council area

Patrol conducted by : Mr. C.A. Overland A.P.O.

Area patrolled : Part Haberpe Census Division

Personel Accompanying

Patrol : Constable John, Constable Galowa, 3 Medical Assistants.

Duration of Patrol : 31/10/69 till 13/11/69. 14 days

- Objects of the patrol :
1. Help in preventing spread of influenza epidemic.
 2. Report regularly by radio to Kerema about progress of preventative campaign.
 3. General Administration.

Map Referance : Milinch of Kerema, Journal of Wau

Total population of Area : 3649



PATROL REPORT

9

31/10/69

Left Kerema in the helicopter at 0930 and arrived at PAINGOBA at 0945. My interpreter Gunga Din and one medical orderly were already there. Set up the radio at the camp and moved my gear in. At 1035 the plane arrived from Kerema and the airdrop began. All of the goods that were dropped were recovered in one piece. Called Kerema on the radio to inform them of the success of the drop and to test the radio. Treated 19 cases of the flu-8 of the cases were serious. Later in the day we found we had treated 33 cases in the day and were able to verify 4 more deaths.

1/11/69

Moved around visiting the surrounding villages to check for more cases - found 33 new cases. Sent Const. Galowa a Patrol Box to him at Bauya village. By mid afternoon we had checked the area round Paingoba and we had a total of 66 people under treatment.

2/11/69

Radio at 0730. A quiet day spent treating 83 patients. Received news that 10 people had died at the village of UDOWA. I will check this out as soon as possible. At 1450 a messenger from the other M.O. at Bauya arrived. At Bauya they are treating 66 people but have had no dead. At 1600 on the radio sched I was told that another M.O. would be walking in from KAINTEBA.

3/11/69.

Spent the day supervising the completion of the rest house that Mr Mundell had begun. Able to confirm the death of one more man. Now treating a total of 108 patients. Sent some rations to the M.O. at Bauya. Reported to Kerema by radio in the afternoon.

4/11/69

Informed Kerema that Bauya had a total of 142 cases under treatment. Able to verify the deaths at the village of UDOWA. The people of that village will not come in for treatment because they think that the illness is due to black magic. We will go in to help these people as soon as possible. The D.M.O. told me via the radio to send the Kaintibe M.O. in to Udowa as soon as he arrives. Finished the Rest House and began work on the Aid Post Orderlies house.

31/10/69

.....
BY ORDER DIVEX

5/10/69

Up at 0530. Radio to Kerema and informed them of 12 new patients. Continued to supervise the building of the Aid Post. Arrival of the M.O. from Kaintiba. While talking with the people of the village I learnt that the people of the village of Udowa blamed the Administration for the illness's and deaths. Decided to go to the village with the M.O. in case there was trouble. Informed Kerema that the M.O. had arrived from Kaintiba.

6/10/69

Walked to the village of Udowa with the M.O. The village was deserted but after about a half an hour of calling for the people the V.C. appeared and led us to their bush shanties where they had been living, in an attempt to lose the flu. We found 26 people there all of whom were ill. They told us that one man had died the day before, bringing the total to 11 dead. Left the M.O. to stay at the village and returned to PAingoba by 1300 having left at 0800 in the morning. Gave the new information to Kerema and then set to work completing the Aid Post.

7/10/69

Radiated Kerema to give morning report at 0745. Sent off 4 carriers to Udowa with the M.O.'s medical supplies as he is going to stay in the village for a few days. Began work on yet another Rest House to be used as a hospital. In the afternoon all work stopped due to rain. Const, Galowa and the M.O. arrived from Bauya and reported that the situation was well under control there. Radio to Kerema at 1600.

8/10/69

Radiated to Kerema and requested permission to leave the area on the 10th. as the epidemic was now under control in my area. Spent the remainder of the day finishing the hospital building.

9/10/69

Up at 0600. Took a stock of the gear in the Rest House at PAingoba. Tidied up the very thing ready for tomorrow's move. Sent carriers to Udowa to get the M.O. from there. Final radio transmission to Kerema. All the Rest Houses were now completed.

10/11/69.

Up at 0530 .Final preperations for toleys move , Left Pain-
goba at 0800.Walked over very bad track via TOVIA then at
New PUTPIA at 1000,and arriving atMBIWARI at 1400. Walked
on to,YANDATI where we camped.

11/11/69

Set out at 0730 to walk along a well cared for and graded
track.At 1000 we arrived at Kenabia Mission.The carriers refu-
-ed to go any further and I was forced to leave the 3 Med
Patrol Boxes and the radio box behind.We went on and stopp-
-ed at the villege of IGUIA at 1500. Camped.

12/11/69

Left IGUIA at 0700 and began the walk to KAINTIBA.At 0800
we came to the cane bridge across the TAURI River and we
had all crossed it by 0830.Walked on up a steep slope
in pouring rain and it was not till 1200 that we reached th
top of the mountain overlooking Kaintiba. At 1400 we reached
Kaintiba where I stayed overnight with Mr Coles O.I.C.

13/11/69

Waited for plane to take me back to Kerema.Left at 1000 and
arrived at Kerema at1020. Spent restbof the day in the
Office.

PATROL FINISH'S

.....

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 12 KABEROPE.

6

Introduction.

This patrol was of an almost purely medical nature. I was sent to assist in the fight against the flu epidemic which has been present in the Territory over the last few months. My job was to assist the Medical Orderlies as best I could and to report regularly to Kerema by radio, medical data that the District Medical Officer needed to plan his preventative campaign against the disease. My patrol also served as a follow up on Patrol to K.P. NO. 10 led by Mr. Mundell. I was able to complete a number of buildings he started at PAINGOBA. All objects of the patrol were fulfilled satisfactorily. During the patrol I received an airdrop which was very successful as all the dropped goods were recovered without loss. Paingoba rest house now has a large quantity of stores in it, certainly enough to keep a patrol going for 4 - to 6 weeks.

Medical.

The main object of the patrol was to help stem the tide of the epidemic. I had three Medical Orderlies who filed their reports to me for radio transmission. Two policemen, Constable John and Constable Galowa accompanied two of the Medical Orderlies to assist in any way they could. One Medical Orderly was with me at PAINGOBA another was at BAUYA and another walked from KAINTEBA to PAINGOBA covering all villages on that route. He then went down to the village of UDOWA to treat the people in that immediate area. The following figures at the end of the patrol were -

	<u>Village</u>	<u>No. Treated</u>	<u>Deaths Known.</u>
Paingoba			
M.O.	PAINGOBA	179	10
	IAEMALIO	40	-
BAUYA			
M.O.	BAUYA	200	-
	DIBANIGANA	95	-
	ONDE	15	-
	WANDE	8	-
	HAMONIDE	6	-
UDOWA			
M.O.	UDOWA	50	11
		<hr/>	<hr/>
		429 Total	21 Total
		<hr/>	<hr/>

In general, recovery was rapid as soon as penicillin was administered and no deaths occurred once we arrived. Unfortunately two things marred the medical record. A man, suffering from Asthma refused to come to KEREMA for treatment thus almost ensuring his early death. A young boy, ill with some heart complaint (so M.O. says) and swollen up all over his body was in need of medical assistance but his father would not allow the child to come with the patrol. As the child was very ill it is

reasonable to assume that he will die as a consequence of his father's ignorance. Despite this depressing side event the patrol was, from a medical standpoint a complete success.

Situation Report

I arrived at PAINGOBA to find that one large Rest House built by Mr. Mundell was almost complete and two Aid Posts partially complete. It was part of my job to complete these buildings and I did so. PAINGOBA sits on a ridge at 2,000 feet. It has about twelve houses that villagers use and six Rest Houses of various shapes and sizes. On a ridge further up is an excellent drop site and helicopter landing zone. Around the village are various small groups of houses that contain about six to twelve people per group. In the area within half an hour's walk of PAINGOBA live about 70 people at a rough estimate. Many more villages can be found within two hours walk of PAINGOBA. PAINGOBA is an ideally centralized place to use as a base camp for administering this part of the Kaberope census division. About 800 people live in the general area of it (within six hours walk). While talking with Mr. Coles at Kainteba he was interested in using the village as a base camp for his patrols in this area.

Social.

These people are perhaps among the most primitive in the Territory. Still semi nomadic, these people have an Agarian based society supplemented by a little hunting. The weapons for hunting are restricted to bows and arrows and axes. Shotguns are still unknown in this area. Old superstitions are very strong in this area, particularly PORI PORI, or black magic.

I came up against PORI PORI several times. My patrol was PORI PORI'D by the people of UDOWA who were under the impression that the influenza was somehow related to us. They also PORI PORI'D PAINGOBA village much to the horror of the villagers. However once we visited UDOWA the PORI PORI was deemed broken and the villagers felt safe again. I also had to talk to one man who threatened to work PORI PORI on a young woman because she was seen talking to his little son who had since become ill.. I warned him that he would be punished if he did so. This had the desired effect.

Around several villages I found the remains of old palisades that were once used to protect villages from attack. These walls have only fallen into disuse in the last ten years. Some old men still have scars from minor battles that took place a few years ago even during the time the area was being patrolled. The villages themselves are made up of one to twenty houses made of banana leaves in a "teepee" shape. They are not as strong or well designed as say, the houses round KAINTEBA.

I hope that from my general description that it is obvious how socially backward these people are. Of course, the solution to the problem of raising standards in this area, is more active patrolling.

Agriculture and Gardening.

I found that the normal crops were readily available

at PAINGOBA and in the surrounding area. Pineapples, bananas Taro and sweet potato could be bought in large quantities. The climate also favours the growth of sugar cane in such quantities that it is readily available along the walking tracks, where it grows in wild clumps. Unlike the Lower Area of the KABEROPE which I patrolled during Kerema Patrol No. 6 I found large numbers of pigs being kept domestically for food. Owing to the large number of piglets around the area I assume that they thrive there. As I have stated before and as Mr. Mundell has stated, this area seems to have excellent potential as a garden area. No doubt the recent D.A.S.F. patrol by Mr. Arnold Bruyin will uncover more facts about the potential of this area.

Timber.

Large quantities of millable timber grow all over the slopes of the hills in this area, mainly soft woods of 50 to 70 feet in height. As has been said so often, transport and terrain are stumbling blocks for any timber industry in the area at this stage.

Walking Tracks.

This patrol required little walking over extended periods but never the less I crossed almost every form of walking track. The tracks in the PAINGOBA area and the main roads to BAUYA and KAINTEBA are, to say the least, appalling. Incredibly steep and often very slippery they are very hard to walk on. Two man boxes are almost unmanageable under these circumstances and future patrols in this area should only be equipped with one man boxes and copra bags to carry gear in. The supplies at PAINGOBA should eradicate future need for two man boxes. There is an excellent graded road that runs to KANABIA thence via BEMA to KAINTEBA. The trip from KANABIA to KAINTEBA takes three days and this is unsuitable for administrative purposes. There is an alternative shorter route via the village of IKUEYA across the TAURI River thence to KAINTEBA which takes two days. This road is very bad and in general, unless in a hurry I would think the graded road would be preferable. I took the shorter route because I had run out of food and during that time had a chance to experience the road in very wet conditions and also had the dubious honour of crossing the Cane Bridge over the TAURI. This bridge sways and creaks so ominously that it sets one wandering about ones insurance policy. I crossed the bridge first in order to encourage my more timorous carriers and I was shaking noticeably at the end of the crossing as was the rest of my party. I feel that in the interests of effective administration and the safety of those who use that road, a decent bridge should be put up. Until such time as a good bridge is there, I for one, will take the longer route, rather than overtax my small ability as a trapeze and high wire artist.

Rest Houses.

At PAINGOBA there is an excellent rest house as well as a large hospital building and three small rest houses that could be used as carriers huts. In the large rest house is a storeroom with patrol supplies for about a month. I would say that PAINGOBA is now a fully equipped base camp except for the staff needed to operate it as such. Most villages in the general area have a rest house of some description.

Miscellaneous Helicopters.

These craft were used to transport me to Paingoba and used many times in combating the epidemic. These craft should be used more often for quick transport of gear and men. They save time and in the long run money. It might be a good idea if the Department invested in a few of these machines as they would be invaluable in many ways.

The A510 Radio.

I had a A510 radio set which I used to communicate with Kerema. It behaved extremely well and only under the most extreme weather conditions did my transmission become badly distorted. Even then they could be understood fairly well if I spoke clearly and slowly. Other officers had less luck with their radios. I suspect that these officers took too little care in setting up their equipment and perhaps didn't know precisely the right way to operate the machine. I don't profess to be an expert on the radio but I took the advice Mr. Mundell gave me on its operation and it worked very well.

Summary.

After some discussion with Mr. Mundell and with Mr. Coles it seems that there is a general enthusiasm to have PAINGOBA used as a base camp for administration of the KAREBOPE Census Division. The village is centralised and almost all the villages in the Census Division are within two days walk of PAINGOBA. From a medical view point it seems desirable to have a permanent Aid Post there to prevent further outbreaks of the Hong Kong flu which will continue to cause deaths unless carefully controlled. Because the terrain is so bad as are the roads, for the purposes of efficient administration it might pay to put a standing patrol there, say in the last month of every quarter.

The need for patrolling in that area is indicated by the primitive and nomadic nature of the people. No advances in civilising these people can be made so long as patrols are infrequent and widely spaced. The Missions have done nothing in this area as yet so there is no stabilising or civilising influence in the area at all.

Possibly for the first time in years the Administration is recognised by these people as an Organisation that will bring benefit, and not only Police Punitive Patrols. Now, when we have got the good grace of these people, is the time to move in and extend our influence. All the area needs is active patrolling over long periods of time using PAINGOBA as a base camp.

With active patrolling and in a few years, perhaps a completed KAITIABA to KEREMA road, this area will be able to forge ahead. The first step in helping this area to advance will be to establish a Permanent Aid Post at PAINGOBA as well as make sure that the area is thoroughly and consistently patrolled all year round.

A. Overland

C.A. OVERLAND.

Assistant Patrol Officer.

Missions

There is only one Large Mission Station on the Kerema side of the Kaberope Census Division. This is a Catholic Mission at KANABIA. This mission has a primary school and an aid post. It has several smaller satellite Stations one of the biggest being at MEIWARI, run by a native teacher. The missions have not extended their influence into the PAINGOBA area mainly due to the inaccessibility of the area. The Mission is expanding and as it expands so the task of helping these people to advance, should be made all the easier.

Education

There are no Administration schools in this area, only the Mission schools as mentioned above. These schools, quite understandably, concentrate on Religious education rather than a secular education and thus it may be said ~~rather~~ that this type of education is of little use. However the mission schools are a start and it is hoped that going to school becomes a habit in this area

Personal

Const. B. GALOWA

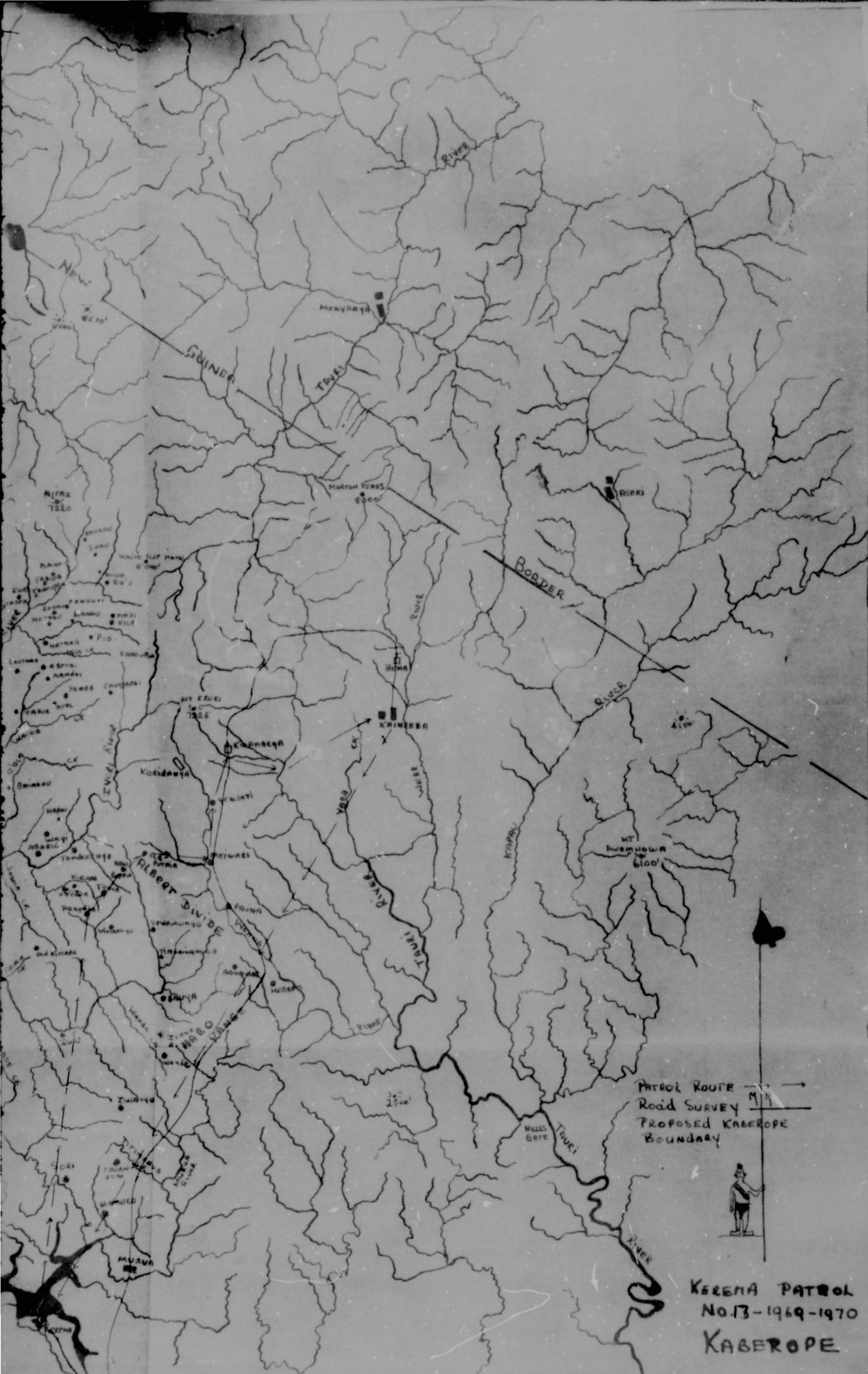
This man was at all times helpful and I was glad to have him around for advice. Well dressed, well mannered and disciplined he is, in my opinion a good patrol police-man.

Const. JOHN

This man though younger than Galowa proved to be just as efficient and useful.

The Medical Orderlies

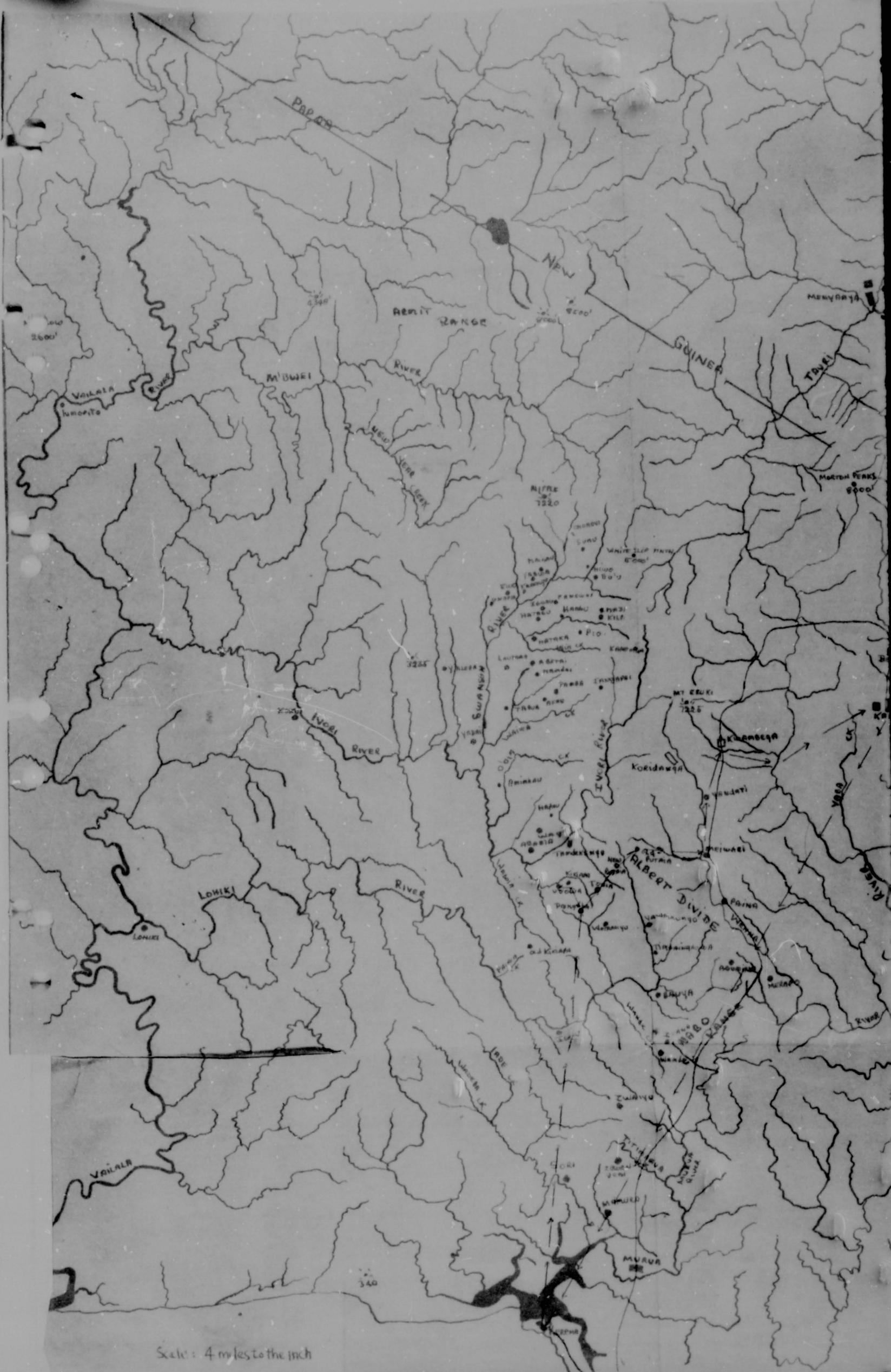
Though we are under no obligation to comment on medical staff, I feel that some-one should give credit to these men who worked so hard under such unusual conditions. Two of them were over 40 years old, the other approaching that age and yet they worked tirelessly and walked over some of the worst terrain that the Territory can offer.



PATROL ROUTE
 ROAD SURVEY
 PROPOSED KABEROPE
 BOUNDARY



KEREMA PATROL
 No. 13-1969-1970
 KABEROPE



Scale: 4 miles to the inch



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of.....GULF..... Report No.....KEREMA No. 14 of 1969/70

Patrol Conducted by...A. J. MEIKLE, PATROL OFFICER IN TRAINING.....

Area Patrolled.....PETOE - UARIPU - MEILI VILLAGES.....

Patrol Accompanied by Europeans.....NIL.....

Natives.....NIL.....

Duration—From...1.../...12/1969...to...5.../...12.../1969.

Number of Days.....4.....FOUR ^{PATROL} DAYS
ONE FIELD DAY

Did Medical Assistant Accompany?.....NO.....

Last Patrol to Area by—District Services.....27/...10.../1969...to 22/8/69.

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

Map Reference...MILINCH OF KEREMA FOURMIL OF WAU.....

Objects of Patrol.....SUPERVISE ROAD CONSTRUCTION.....

.....GENERAL ADMINISTRATION.....

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

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67-2-38

Division of District Administration,

KONEDOBU. PAUUA.

20th February, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 14/69-70

Your reference 67-2-68/39 of 12th January, 1970.

I acknowledge with thanks receipt of Situation Report by Mr. A. P. Meikle, Assistant Patrol Officer, to part KEREMA BAY Census Division.

This patrol appears to have been quite effective; but the fact that the people will work only when under direct supervision, places an added burden on your staff. I hope that you are able to obtain a suitable man as road overseer to keep the project going.

The short report is a sound one.

c.c.
Mr. A. P. Meikle,
Sub-District Office,
KEREMA. Gulf District.

(S.J. PEARSALL)
a/Secretary,
Department of the Administrator.

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

67-2-38. (11)

67-2-68/39.

KEREMA, GULF DISTRICT.

12th January, 1970.

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

KEREMA PATROL REPORT No. 14-1969/70.

PART KEREMA BAY CENSUS DIVISION -

MR. A. MEIKLE, A.P.O.

Your memorandum KE.67-2-2 dated 23rd December, 1969,
covering the abovementioned report refers.

All this road work, etc., would have been done long ago if the local inhabitants were ready and willing to work. With the present lack of able bodied males in the area taken into consideration, the work done in the last six months must be classed as reasonable.

It is obvious that the people will only work under constant supervision and encouragement. If an officer is not available to camp in the area for the week on, then perhaps a suitable Road Overseer could be found to keep the work moving ahead. The latter, subject of course to acceptance by the people and ability, would be the most preferable. Your discovery and recruitment of such who may fit the bill is an urgent need.

The utilization of the road by vehicles owned by the Local Government Council or local entrepreneurs would stimulate extension of the road system.

The matter of the Peto Wharf, for which Rural Development Funds have been allocated, will again be followed up.

A well written report of a short patrol covering constructive work.

(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Department of the Administrator,
KONEDOBU.

For your information and comment please.

(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

- Economic:

The small wharf constructed by Father Michellod at PETOE is an advantage to the area. I have discussed with the D.W.O. when the Administration intends to erect its more permanent structure at PETOE; he is awaiting a report and design from his Headquarters. Once again, a simple operation appears to be becoming complicated by experts.

-Social:

Councillors have been instructed to report people breaking Council Rules to the Clerk, Advisor or Rules Inspector rather than take action themselves.

3. A short patrol by Mr. Meikle and one reported in a clear and capable manner.
4. Claim for Camping Allowance is attached.
5. For your comments and onforwarding, please.


(J.B. QUINN).

Assistant District Commissioner.

KS 67-2-2

Sub-District Office,
KEREMA.

23rd December, 1969.

The District Commissioner
Gulf District,
KEREMA.

COMMENTS - KEREMA P/R 14 - 1969/70.

Please find attached three copies of a Patrol Report submitted by Mr. A. Meikle P.O.I.T., covering a short patrol to the Petoe/Mei/Uaripi area.

2. Comments I wish to make are :-

Introduction:

That the road has gone as far as it has is only due to constant supervision and effort by D.D.A. officers. Constant efforts, both by face-to-face conversation and by Radio Kerema, have been made and are being made - in order to instill some enthusiasm into these people.

I will ask the Council to estimate for a tractor/trailer combination for these people in the next Council Draft Estimates. The idea of having their vehicle may stimulate work on their road.

Petoe - Uaripi section:

Arrangements had been made to hire the Araimeri mission tractor and scraper blade for work on this section. However, buried coconut stumps and tree roots caused difficulties. The sand spoil from the side drains is being thrown into the road surface and the scrape blade will be used later on to spread and level it.

Uaripi-Mei section:

Action is being taken this week to pay for coconuts on this section. The trace is hard firm and level; vehicles could travel along it as it is except for two gardens built across it.

Early in the New Year, another patrol will mark boundaries and supervise work on this section.

Mei-The Bluff section:

The New Year patrol will also concentrate on this section.

Situation Report - Political:

Continual stress is being given to the idea that the Administration will help where possible but that development must come from the people themselves.

(4)

KSS7-2-2

Sub-District Office,
K E R E M A.

3rd. December, 1969.

Mr. A. Meikle, A.P.O.,
C/- Sub-District Office,
K E R E M A.

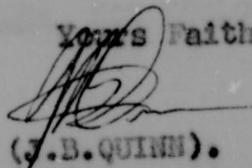
Dear Mr. Meikle,

PATROL INSTRUCTIONS-KEREMA 11-69/70.

Our verbal discussions refer.

2. Please be prepared to depart on patrol to the PETOR/MEI/VARIPI area in order to continue the supervision of the coastal road.
3. Take a A.5D with you and contact me if necessary.
4. Attend to any items of general administration that come to your attention. Matters requiring Court action should be referred to me.
5. I trust you will have a productive patrol.

Yours Faithfully,



(J.B. QUINN).

Assistant District Commissioner

(7)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 14 of 1969/70.

REPORT NUMBER: KEREMA No.14 of 1969/70.

SUB-DISTRICT: KEREMA.

DISTRICT: GULF.

COUNCIL/NON-COUNCIL AREA: KEREMA BAY COUNCIL AREA.

PATROL CONDUCTED BY: A.J.MEIKLE, PATROL OFFICER IN TRAINING

DESIGNATION: AS ABOVE.

AREA PATROLLED: PETOE - UARIPI - MEI'I.

PERSONNEL ACCOMPANYING: NIL.

DURATION OF PATROL: 1-12-69 to 5-12-69.

DATE AND DURATION OF LAST PATROL: 27-10-69 to ~~22-8-69~~¹⁴⁻¹¹-69

OBJECTS OF PATROL: SUPERVISION OF THE CONSTRUCTION OF
THE PETOE-IHU COAST ROAD.
GENERAL ADMINISTRATION AS NECESSARY.

TOTAL POPULATION:

MAP REFERENCE: MURICH OF KEREMA, FOURMIL OF WAU.

VILLAGE POPULATION REGISTER: NOT ENCLOSED.

TERRITORY OF PAPUA & NEW GUINEA.

(6)

KEREMA PATROL No. 14 of 1969/1970.

PATROL DIARY.

- Mon. 1.12.69. Spent the morning at the Sub-District office organising patrol gear, motor cycle, chain-saw, etc. Departed KEREMA 1330 hrs. by dinghy and outboard motor for UARIPI. Arrived UARIPI 1350 hrs. Down to PETOE by motor cycle to check on the men working on the road digging ditches. Thence to MEI'I to check on the men there felling coconut trees and clearing the road trace. Back to UARIPI where set up camp in the nicely built council rest house. Discussion with Councillor Keai and other villagers. Overnight at UARIPI.
- Tue. 2.12.69. Took chain saw up to MEI'I and got the men started on sawing up felled coconut trees. Thereafter went up and down between MEI'I and PETOE by motor cycle, checking on the progress of the road work. 1605 hrs. contacted A.D.C. Mr. Quinn, at KEREMA by A.510 radio. Reception good. After tea talked with Councillor Keai at some length about various aspects of the area and about the MURUA land. Overnight at UARIPI.
- Wed. 3.12.69. Took some petrol and oil up to MEI'I for the chain saw. Back down to PETOE where found that the men were very reluctant to work, but finally got them to work after lengthy discussion and argument. Both working parties now going along well - The MEI'I group having reached the stretch of swamp and the PETOE/UARIPI group have dug ditches up to the UARIPI Primary 'T' school playground. Overnight at UARIPI.
- Thurs. 4.12.69. First thing checked the work of both groups - at MEI'I and PETOE. Work going ahead quite well. 1000 hrs. contacted KEREMA by radio for supplies - oil and cash. Supplies arrived at PETOE during the afternoon by dinghy. Contacted KEREMA by radio at 1600 hrs. and spoke with Mr. Mundell but interference too great for conversation. Overnight at UARIPI.
- Fri. 5.12.69. After breakfast up to MEI'I - work progressing satisfactorily. They have now passed the swampy ground and are back on good firm ground. Check on work at PETOE end - more grumbles from the men at this end. After lunch paid the owners of those trees that were cut down at MEI'I. Packed up patrol gear and returned to KEREMA by dinghy, arriving at 1730 hrs.

END OF PATROL.

SITUATION REPORT.

INTRODUCTION:

This patrol was mounted for the prime purpose of supervising the work being done on the construction of the PETOE/IHU road, more particularly that section PETOE-UARIPI-MEI'I-the BLUFF.

The foundation work for this road, i.e. marking out the trace and clearing the heavy undergrowth, was done in July/August of this year under the supervision of A.D.O. Mr. J. Mundell, (see Kerema Patrol No. 1 of 1969/70). Work on the road has since been continued on a week-on, week-off basis by the villagers of PETOE, UARIPI and MEI'I Nos. 1 & 2, under the supervision of D.D.A. officers on frequent day trips from KEREMA.

Work on the road, after the initial marking and clearing, has progressed very slowly, due mainly to the extreme reluctance of the villagers of PETOE, UARIPI and MEI'I to put in a good day's work, (let alone a week!) without constant haranguing and supervision. Shortage of manpower is another factor which has slowed up the progress of this road, - for although the combined nominal strength of these villages reads approximately 1582 inhabitants, at any given time a very high proportion of the population is absent in Port Moresby, and only about 32 men from MEI'I 1 & 2, and 26 from PETOE/UARIPI for road work for the duration of this patrol. It was learned that a number of the villagers were absent in MURUA, tending gardens or making sago, and failed to return despite the call being sent out for them.

Progress on the road to date is as follows:

PETOE-UARIPI section: This stretch of the road is now well advanced in construction. Starting from the small new shipping wharf (erected on 27.11.69 by Father A. Michellod of the Roman Catholic Mission at Araimiri, - who has ~~been~~ a keen personal interest in the construction of the PETOE-IHU road.) the road has been cleared of all scrub, trees and gardens right up to the village of UARIPI, and drainage ditches are presently being dug along each side of the road. This work has now proceeded to a point some 400 yards through on the UARIPI side of the United Church Primary 'T' School playground. All that is needed now to bring this section to a useable stretch of road is the completion of the ditch digging as far as UARIPI, followed by slight filling and leveling (where necessary) utilizing the grading blade and trailer, drawn by the Araimiri Mission tractor.

(14)

UARUPI-MEI'I section: This is the least worked-on part of the road, being no further advanced from the time of Mr. Mundell's patrol. Coconut trees along the trace are still not cut nor paid for, and the gardens are as they were before. This "middle" section has been the cause of some argument between the MEI'I people and the UARUPI/PETOE people in that MEI'I claim the UARUPI people should construct the road as far as the MEI'I village boundary, since they, the MEI'I people, feel that they have by far the biggest stretch ahead of them in the MEI'I to the BLUFF section. This small point of disagreement should easily be cleared up.

MEI'I - THE BLUFF SECTION: As mentioned already this is the biggest, and the most difficult section. The MEI'I villagers have, to date, cleared a rough trace for about half the distance and have latterly cut down the coconut trees to a point about 200 yards past the two right-angled bends where the road turns to cross a small portion of swamp. The coconut trees have been counted and the owners' names noted, the trees cut, with the aid of a chain saw, and the owners of those trees which have been cut down have been compensated on the basis of \$1.00 per mature tree.

As a general comment on the road making efforts of the villagers to date I would say that they have shown themselves in their true light, in that they have shown a marked disinclination to do any work outside that required for their own immediate livelihood, i.e., tending their gardens, making sago, etc; and even more so when they feel they are not going to get any direct benefit, e.g., monetary, from their labours. This is all in spite of numerous talks on how the completed road will in fact be of direct benefit to them, in making available to them easier access for the transportation of their produce, etc. The UARUPI people in particular had a tendency to slink off to their gardens or fishing if not supervised constantly. Despite this obstructivist attitude, good progress could be made on the road if this constant supervision is maintained.

SITUATION REPORT.

POLITICAL:

The villages of PETOE, UARUPI and MEI'I come under the influence of the Kerema Bay Local Government Council. The villagers seem to have acquired some degree of political awareness, judging by references made both to the Local Government Council and to the House of Assembly.

(3)

It was also noted during my stay in UARIPI that the radio was listened to regularly, and one would get the impression that at least some understanding of what was going on would have filtered through by this medium. However, it is only too evident that they have entirely the wrong idea as to what the governing bodies can and will do for them. It seems that the general opinion is: "The government - both local and national - is there to look after us, so why should we bother", and this is borne out by the lack of initiative or will to do anything for themselves, by themselves.

ECONOMIC:

Economically, the peoples of these villages are in a rather peculiar position. The land immediately available to them is restricted - both in area and in fitness for cash cropping. The narrow belt of the peninsula is, for a large part, swampy and the remaining good land will only support coconut trees and small gardens of banana, taro, tapioca and the like. However the people for a long time have been tending gardens and sago trees up round the MURUA area and have been bringing down considerable quantities of produce for sale in the markets at KEREMA and even in Port Moresby. In addition fishing is carried on to a large extent in the many waterways surrounding the peninsula.

Nevertheless the increased economic benefits offered by the completion of the road do not seem to register with these people. The Roman Catholic Mission boat "Bereina" and Steamships Trading Company's 'K' boats call at Petoe point to unload and load stores and produce. This is now made easier by the construction of the small wooden-pile wharf. A fair amount of copra from Araimiri Mission is loaded regularly onto the boats; this is brought down from Araimiri to PETOE by the mission tractor which at present uses the beach - tide permitting. Copra driers are evident around the villages of PETOE, UARIPI and MEI'I but few of them are in use at any one time. This would indicate that the copra yield from these villages is low, and there seems to be little or no desire to increase this yield.

NEKENEKIA SOCIAL:

On the social side these people are well settled and law abiding - I use the term "well settled" in contrast to "nomadic". However as mentioned above a very great number of the young, able-bodied villagers have moved to Port Moresby to look for work, either temporarily or permanently, giving the impression that they are not being shown enough

inducement to stay at home.

The people seem to be well clothed in European type clothes and their houses are, for the most part, well constructed and cared for. European -type artifacts and utensils are widely in evidence. The Primary 'T' School at UARIPI is well attended by children from all three villages.

The fear of 'purri-purri' is still strongly entrenched, as was made evident during a conversation with one of the councillors. He stated that he was hesitant to use the power vested in him as a councillor to get things done about the village and on the road as he feared retaliation from the "injured" party by 'purri-purri'.

In conclusion, the faster the road can be pushed through the better it will be for all concerned, but it seems that this cannot be done without someone standing over the village people to "encourage" them in their labours.

A. J. Meikle
(A. J. Meikle)

Patrol Officer in Training.

THE BLUFF

80 CHAIN

SCALE



KEREMA BAY CENSUS DIVISION

PART KAIPU CENSUS DIVISION

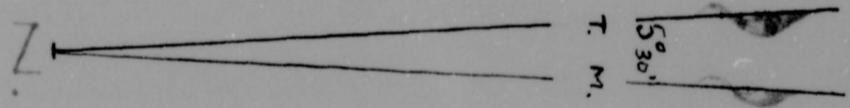
DRAWN BY A.J. MEIKLE (P.O.I.T.)

KEREMA PATROL N^o 14 OF 1969-70.

LEGEND: PATROL ROUTE = → → →

ROAD UNDER CONSTRUCTION = - - - - -

PROPOSED ROAD ROUTE =



CA 1



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA No. 15 of 1969/70.

Patrol Conducted by A.J. MEIKLE, PATROL OFFICER IN TRAINING.

Area Patrolled PART KEREMA DISTRICT C/D AND PART KAIPI C/D.

Patrol Accompanied by Europeans NIL

Natives T. MARAVILA, P.O. (PART)
R. ROVELA, INTERPRETER, (PART)

Duration—From 20/1/1970 to 28/1/1970

Number of Days EIGHT (8)

Did Medical Assistant Accompany? NO.

Last Patrol to Area by—District Services 27/10/1969 to 14/11/69.

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

Map Reference FOURMIL OF WAU.

Objects of Patrol ROAD FEASIBILITY STUDY.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

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.....
.....

HRD:HC

67-2-47
Division of District Administration,

KONEDOBU. Papua.

17th April, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO.15-69/70

Your reference is 67-2-69/314 of 10th March,
1970.

I acknowledge with thanks receipt of Situation
Report by Mr. A. Meikle, Patrol Officer in Training of the
KEREMA BAY Census Division.

A well presented report documenting local pro-
blems and attitudes. Your covering comments have been
noted.

In Ellis
(T.W. ELLIS) 4.

Secretary
Department of the Administrator

C.C.
Mr. A. Meikle,
Sub District Office,
KEREMA.

67-2-47

(12)



67-2-69/314.

KEREMA, GULF DISTRICT.

10th March, 1970.

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

KEREMA PATROL REPORT No. 15-1969/70 -
KEREMA BAY CENSUS DIVISION -
MR. A. MEIKLE, A.P.O.

The abovementioned report with your covering comments dated 20th February, 1970, refers.

The patrol was successful in finding a feasible route for an inland road behind the inland swamps from the Malalaua to Ihu administrative area borders. The plan for such a road is, of necessity, a long range one which will not be commenced until those joining the three areas along the coast have been completed. However, it is an absolute necessity if there is to be any future economic development in the area.

Although the Opau people have expressed their desire for access to the coast and Kerema, and an application for Rural Development funds on their behalf forwarded, it may well be that this desire will rapidly wane when presented with the cold, hard facts of self-help. Certain facts brought to light recently by patrols through their area lead me to the conclusion that they may be talkers but not workers.

The settlement of land disputes in the Murua area in the near future by the Lands Titles Commissioner, who is due to commence hearings on 17th March, 1970, should result in economic development and provide some justification for the road.

Your comments cover satisfactorily all other points raised by the report.

A further good patrol by this officer, covered by a well written and very readable report.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Division of District Administration,
KONEDOBU.

For your information and comment please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

(11)

Mr. Weikle has neglected to mention the Aid-Post at Murua Agricultural Station which also provides a medical service for this area.

4. It is obvious from the Report that a road generally following the patrol route is eminently feasible. Large quantities of surfacing material are available in The Bluff, a creek near KAPIRI and the MURUA river.

5. Inland roads, which will get the people away from the narrow and restricted coastal belt, could be a possible solution to many of the problems of this Sub-District.

6. Mr. Weikle has submitted another very good, well written report which is a pleasure to read.

7. Claim for Camping Allowance is attached.

8. For your comments and onforwarding, please.


(J.B. QUINN).
Assistant District Commissioner.

KS67-2-2

Sub-District Office,
KEREMA.

26th February, 1970.

The District Commissioner,
Gulf District,
KEREMA.

COMMENTS - KEREMA PATROL NO. 15 -69/70.

Please find attached three copies of the above Patrol Report, submitted by Mr. A. Reikle, A.P.O.

2. Your 10-4-1/1809 of 3/12/69 also refers.
3. Comments I wish to make are as follows :-

(a) Diary 21/1/70, 24/1/70, 25/1/70

As stated in other Patrol Reports, such good land exists behind the coastal swamps of the Kerema area.

(b) The Bluff - OPAU.

Rural Development Funds have been requested for a road running along the base of The Bluff to the OPAU villages. It is hoped to commence construction, if funds are made available, in the new financial year.

(c) OPAU/SORI/MAIUC/LURUA.

(a) A road from the OPAU villages to connect with the MAINTIBA-KEREMA road appears to be feasible in future years.

(d) LURUA/NEPE RIVER/IBAKODA

Much good land appears to be available in this unpopulated area.

(e) Economic

It is becoming increasingly obvious that the inland areas of the Kerema Sub-District have a completely untapped Agricultural potential. This fertile land is generally unpopulated; an inland road system would open up large areas, draw surplus population away from the coast and provide opportunities for the many young people of the Sub-District who depart for the towns because of the difficulty of obtaining land near their home villages.

The Co-Operative store at KAPIRI cannot be reactivated because it is completely bankrupt; the bankruptcy being caused by untrained storemen and inadequate supervision. I have had some discussion with the OPAU Councillors concerning the opening of a completely new Society in a more central area. If production is to be increased, central marketing points are needed.

(f) Social

I feel that many of the people in the foot-hills behind Kerema will not settle down until they can be guaranteed an outlet for their produce and until various land disputes are settled.

9

KS 10-4-1

Sub-District Office,
KEREMA.

10th December, 1969.

Mr. A.Meikle,
C/- Sub-District Office,
KEREMA.

Dear Mr. Meikle,

PATROL INSTRUCTIONS - KEREMA 15-69/70.

Early in the New Year, please make arrangements to depart on a patrol to the MURUA area. The only purpose of the patrol is to check on a road route following the general line - The Bluff - SORI - MAMURO - MURUA - INGHAM - foothills MAIPORE R (vicinity the KAMIA villages of BIATAVA, HEPE, BODANI).

2. I will discuss your route with you. Between now and when you set out, please examine old Patrol Reports of the area and find out from local people details of hunting tracks etc., which may be of use to you.

3. At the present moment, you could also count on Mr. T. MARAVILA accompanying you.



(J.B. QUINN).
Assistant District Commissioner.

c.c. District Commissioner,
KEREMA.

Your 10-4-1

(8)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL REPORT No. 15-1969/70.

REPORT NUMBER: KEREMA No. 15 of 1969/70.

SUB-DISTRICT: KEREMA.

DISTRICT: GULF

COUNCIL/NON-COUNCIL AREA: Part Kerema Bay Council, Part Kaipi
Council, areas.

PATROL CONDUCTED BY: A.J. MEIKLE,

DESIGNATION: PATROL OFFICER IN TRAINING.

AREA PATROLLED: AS PER ATTACHED MAP.

PERSONNEL ACCOMPANYING: T. MARAVILA, P.O. (Part)
ROSEVA ROVELA (part), Interpreter

DURATION OF PATROL: 20.1.70 to 28.1.70 (eight days)

DATE AND DURATION OF LAST PATROL: 27.10.69 to 14.11.69.

OBJECTS OF PATROL: Road feasibility study.

TOTAL POPULATION:

MAP REFERENCE: FOURMIL OF WAU.

VILLAGE POPULATION REGISTER NOT ENCLOSED:

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 15 OF 1969/70.

PATROL DIARY.

Tue. 20.1.70

Left Kerema by dinghy and outboard at 1130 hrs for MEI'I with Mr. T. Maravila. Arrived MEI'I beach 1200 hrs. Taxpayers' meeting in progress so had difficulty in obtaining carriers. Finally got going along the beach towards the BLUFF at 1330 hrs. Turned off beach along bush track about half mile before BLUFF and proceeded along good ground to LAPARE. Arrived LAPARE 1600 hrs. Continued on the OPAU (MIRAKERA) where we arrived in rain and darkness at 1930 hrs. Overnight in rest house at MIRAKERA.

Wed. 21.1.70

After breakfast paid off MEI'I carriers and organized carriers from MIRAKERA. Left MIRAKERA for KAPIRI at 0835. Arrived KAPIRI 0925. Discussed possible road routes with villagers - did not seem too promising. Organized fresh line of carriers to take us on to SORI. Left KAPIRI 1045. First quarter of hour along track inclined to be swampy, but thereafter we travelled on good, firm ground. Some good timber noted and country has good potential for agricultural development. 1145 hrs. arrived at creek with good rock and limestone deposits. Followed creek bed for half an hour; arrived MIROBE garden settlement 1255 hrs. Still in excellent country. Reached MURUWAIE River 1415 hrs. and crossed it twice, finally arriving at SORI at 1445. Carriers wanted to return to KAPIRI and assured us we would be able to get carriers at SORI. However, it transpired that there were only two men in SORI village - both incapacitated! Decided to camp at SORI and try to recruit carriers from MAMURO tomorrow. Overnight at SORI.

Thurs. 22.1.70

After breakfast Mr. Maravila and self left SORI with a guide at 0835 to go to MAMURO to try and get carriers. Travelled by the usual walking track, passing through the down-river half of SORI at 0855 hrs. Track thereafter became very steep - along a ridge with sharp falls and climbs, quite unsuitable for a road. Descended to MAMURO river at 0955 which we waded. Arrived MAMURO at 1000 hrs. only to find village practically deserted. (See Patrol Report No. 7-69/70.) Learned that nearly all of the population had gone to Kerema. Left MAMURO

(6)

at 1115 to return to SORI. Arrived (upper) SORI at 1345 after waiting at lower SORI for an hour for the guide to catch up! Hired a canoe at SORI, loaded the patrol gear on and left SORI by river at 1415 hrs. for KEREMA to try to recruit carriers there. Heavy rain as we paddled down-river. Arrived KEREMA 1815. Overnight at KEREMA.

Fri. 23.1.70

Arranged for a line of carriers from KEREMA to go round the complete patrol with us. Mr. T. Maravila stood down from patrol and replaced by ROSEVA ROVELA. Left KEREMA 0930 in the big canoe with Trade Store course which was being taken up to MURUA. Arrived MURUA 1045 where the members of the Trade Store course left us. We continued on to SORI where we arrived at 1300 hrs. Arranged sleeping quarters and rations for carriers. Overnight at SORI.

Sat. 24.1.70

Left SORI at 0945 after waiting for axes and bush-knives to arrive from KEREMA. Travelled in a north-easterly direction around the end of the spur range over which we had walked to MAMURO on Thursday. This route travelled today was over good, firm, flat ground cut by a few small creeks. Reached the joining of three creeks behind MAMURO at 1050 thence along the bank of MAMURO river to MAMURO village where we arrived at 1135 hrs. Village still almost deserted. Investigated death of woman who died in the village last night - ascertained she died of dysentery. Left MAMURO 1155 continuing along good ground till we reached NARI settlement at 1445. Continued on flat ground till we crossed the peg line of the KAINTIBA-MURUA road at 1525 after which we climbed a steep ridge. Good ground observed around the northern foot of the ridge. Made camp for the night about half way along the ridge at 1630 hrs. Camped overnight in bush material shelters.

Sun. 25.1.70

Breakfast then broke camp at 0830. Travelled on down the ridge reaching the MURUA river at KANAKAMDI at 0900 hrs. Village deserted. On down the bank of MURUA river arriving at NOVIRA at 0920. Changed guides at NOVIRA and set off again at 1030. Crossed over the MURUA River thence followed the NOVIRA river eastwards for some 30 minutes. Branched off to follow the HAGE'E creek right up to its source - 3/4 hrs. walking. Good land observed on both banks. moderately timbered and a few small hills or ridges. 1300 hrs. reached the SALAURA river up near its headwaters. Made camp on the east bank of SALAURA

(5)

River at 1330 hrs. Bush material shelters - spent a miserable night, plagued by flies and mosquitoes and soaked by heavy rain during the night.

Mon. 26.1.70.

Up at 0630 and broke camp at 0830. Followed the SALAURA River southwards for about 3/4 hr. moving round the end of a ridge of hills running from the SALAURA River to MEO. Turned east along the MAMBO creek and followed it up to its source - about one hour's walk. Country still well timbered and over firm ground, though cut by several twisting creeks like the MAMBO. Guide told us extensive swamps lay to the south. Bed of MAMBO creek almost entirely of slippery mudstone. After reaching source of MAMBO creek we climbed round the southern end of a range of fairly high hills, the INGHAM Foothills. Ground still good and with careful surveying road still quite feasible. 1115 hrs. reached the AINGAMAWA creek which we followed up to its source, thence over a small divide or watershed to the IDAWANAHI creek which flows into the KUKU River. 1230 hrs. joined the WENEWE creek which we followed downstream till 1530 when we came out near the gardens used by the HEPE villagers. Arrived HEPE 1430 hrs. and camped overnight in resthouse.

Tues. 27.1.70

After packing patrol gear, talked for some time with villagers and finally got the use of a canoe to take the patrol boxes down the KARAMA River. We followed, wading downstream for 1/2 hr. after which we took to the east bank and walked for a further 40 minutes till 1030 when we arrived at some coffee gardens. There we waited for the canoe to arrive and thereafter carried the patrol boxes, roughly following the KARAMA River till at 1320 we reached the point where we again had to take canoes downstream to KARAMA No. 1 village. The walking track from this point makes a big detour round swamp. Arrived at KARAMA No. 1 village at 1420 hrs. Talked with Mr. Maynard who was on patrol in this area from MALALAJA. Then along the beach to SILO No. 1 where we arrived at 1810 hrs. Overnight at SILO No. 1.

Wed. 28.1.70

Broke camp at 0830 and the carriers went along the beach and up over CUPOLA hill by the regular walking track whilst Roseva, myself and guide went inland behind SILO to the KEREMA-SILO road trace. Reached end of cut trees at 1015 then followed peg line, coming out on walking track on CUPOLA at 1105 hrs. Reached P.W.D. house on CUPOLA at 1155 hrs. and walked into KEREMA at 1250. Patrol then stood down.

END OF PATROL.

(4)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 15 OF 1969/70.

PATROL REPORT.

This was a special patrol, the purpose of which was to determine the feasibility of putting a road through along the general line, OPAU-SORI, MAMURO-MURUA, and via the INGHAM FOOTHILLS to HEPE on the KARAMA River and thence on to IBAKODA on the MAIPORE River. This line runs roughly parallel to the coast, but about five miles inland to the north, passing along behind the belt of swamp that reaches down to the sea practically all along the Gulf coastline. Should the road be deemed feasible right through, and eventually become a fact, then the section of the road under study in this patrol would link up at its western end with a section currently under study from IHU Patrol Post, and at its eastern end with the KEREMA-MALALAVA Road, joining it at the old A.P.C. road end at the MAIPORE River.

In Preparing for this patrol, I was unable to find any record of a previous patrol having moved overland between the MURUA River and the KARAMA River, hence this section was an unknown quantity when I set out. This fact was confirmed during the patrol when talking with the people of the villages in the MAMURO/MURUA area and our guides, who seemed to know the area pretty well, stated that they could not recall any patrols having walked this section before.

It is the writer's view that it would be possible, and feasible, to put a road along the section covered by this patrol. Details of the ground and the topography are given in sections hereunder:

THE BLUFF-OPAU: Although not strictly on the line of the road, this section was covered to determine the "lie of the land" to the west of OPAU. A road from the BLUFF to OPAU is considered practicable (see Kerema Patrol Reports Nos. 3 and 12 of 1969/70). The BLUFF is a side spur off a low range running east-west from just behind OPAU down towards IHU. Talks with the villagers of OPAU revealed that the land along this range would be quite suitable for road making. The IHU counterpart to this patrol will probably show the practicality or otherwise of this part of the road. The land to the west and north of OPAU is certainly good, firm land with no real difficulties evident in the way of steep slopes or large rivers to cross. As has been stated in the patrol reports mentioned above, a road giving access to the OPAU area would give encouragement to agricultural development in the area, for which the land holds great potential.

3

OPAU-SORI: Apart from a very small stretch of swampy ground immediately to the north-east of KAPIRI, this part of the road line covered good, firm ground, flat and moderately timbered. Good deposits of rock and limestone were found in a creek bed one hour's walk roughly E.N.E. of KAPIRI. The only obstacles in this section would seem to be a 25 feet wide - though shallow - river or creek, known as the MAROVO River by the locals, and the 45 feet wide MURUWAIE River at SORI.

SORI-MAMURO: The regular walking track between SORI and MAMURO follows the top of the ridge of a small but very steep spur and would be totally unsuitable for a road. However, our guide showed us an alternative route going round the northern side of this spur, which is over land that continues firm and flat. Only a few small creeks would have to be crossed in this section.

MAMURO-MURUA: The route followed on this section did not in fact go as far to the south as MURUA but continued more or less due east till the MURUA River was reached at NOVIRA. The actual path walked by this patrol followed a track over continuing good, fairly flat land as far as NADI settlement, thereafter we followed a ridge which would make the task of road making, not impossible, but fairly difficult and would require some careful surveying. However, we could see that the land to our left (or north) was much less steep and would probably provide a better route for the road. It was just after passing NADI that we crossed the peg line for the KAINTIBA-MURUA road. On reaching the vicinity of NOVIRA the road would have to cross the wide (? 100 feet or so) though shallow MURUA River.

MURUA RIVER-HEPE: The land on the eastern side of the MURUA River continues to be firm and fairly flat - as evidenced by the many windings of the HAGE'E Creek which we followed up to its source. The land was moderately timbered and had several small hills or ridges which, I believe, would present no real problems to road making over this part with careful surveying. We then reached the headwaters of the SALAURA River which we followed south for about 3/4 hour. The route followed at this point led round the northern end of a ridge of hills which runs north-east from the vicinity of MBO village which lies just up from MURUA on the eastern bank of the MURUA River. We then turned east along the MAMBO Creek. The ground was still firm and free from swamp which lay to the south, though there were many small twisting creeks. The bed of the MAMBO creek showed mudstone for almost its entire length. The MAMBO Creek has its source on the southern slopes of an extensive range of hills, some of which were seen to be fairly steep and high; I believe these are the southern slopes of the INGHAM FOOTHILLS.

The ground continued firm and well timbered and the road would still be a possibility with careful surveying. We then joined and followed the AINGAMARA Creek to its source. This creek I believe starts its journey in a south-westerly direction then turns south-easterly to join (directly or indirectly) the KARAMA River. On reaching the source of the AINGAMARA Creek, we crossed a small divide or watershed and followed the IDAMAMAMI Creek from its source on the eastern slopes of this watershed. This creek flows south east to join the KUKU River.

We finally followed the WENBWE Creek till we arrived at the garden sites of the HEPE villagers - a few minutes walk from HEPE village on the bank of the KARAMA River. The ground all the way across this stretch from the MURUA River was found to be firm and as stated before, with careful surveying as regards to avoiding or crossing creeks and small ridges, I can see no reason, topographically, why a road could not be put through.

HEPE-IBAKODA: This section was not covered by this patrol. However, I have previously walked this route (see F.O.J. folio No. 7 para. 36 14 Aug. '69, and Kerema Patrol No. 2-1969/70) and from observations made on this last mentioned patrol, found the land to be quite suitable for road making, firm flat, well timbered ground with few creeks.

Summing up this section on the road feasibility study, I would say that it would be quite feasible to put a road through following roughly the route taken on this patrol, though ^{deviation} directions may well be found which may offer an easier route. The main obstacles would seem to be the MURUWAIE River at SORI, the MURUA River, the SALAURA River, the KARAMA River and a few ridges and creeks which would have to be crossed.

SITUATION REPORT.

There is not a great deal that can be reported under this section as most of the patrol was conducted through bushland and forest - contact with the people on the route being made only at OPAU and HEPE as SORI, MAMURO, KANAKAMDI and NOVIRA were virtually deserted.

POLITICAL: The patrol route covered an area, part of which comes under Kerema Bay Local Government Council, and the remainder of which is under KAIFI Local Government Council. The village of HEPE is not represented on the KAIFI Council and very little evidence of political awareness of any sort can be found in this area. Greater attention to the political scene was noticed in the OPAU villages and probably due to increased patrolling by both Council and B.D.A. patrols.

(1)

ECONOMIC: Should this road eventuate, enormous economic stimulation would result, as the people of these areas at present show little or no inclination towards cash cropping, or indeed, any other economic activity, due basically to the difficulty of turning their produce into cash. This is caused by lack of communications and transportation.

Much of the area covered by the patrol showed good potential for agricultural development but little has been done to show the people of these areas what can be achieved in the way of land utilization, and so they continue to fiddle around with their small gardens and sago making.

Efforts are at present being made to re-activate the co-operative trade store at KAPIRI. A school for trade store owners/managers has just been completed in KEREMA and feelers have been put out to find a suitable manager for the store at KAPIRI. The reopening of this store will do much to encourage the OPAU people, both economically and as a focus of social interest, more particularly as the people themselves are eager to see it operating again.

SOCIAL: As has been remarked on in previous patrol reports, it was painfully obvious that the people who occupy many of the villages to the north of the KEREMA Bay Census Divisions do not live there in the true sense of the word, in that they are as often as not away from the villages. These people have not yet settled down to village life and still feel the need to move around as was their way in the past. Individual houses and the villages as a whole suffer through lack of maintenance as a result.

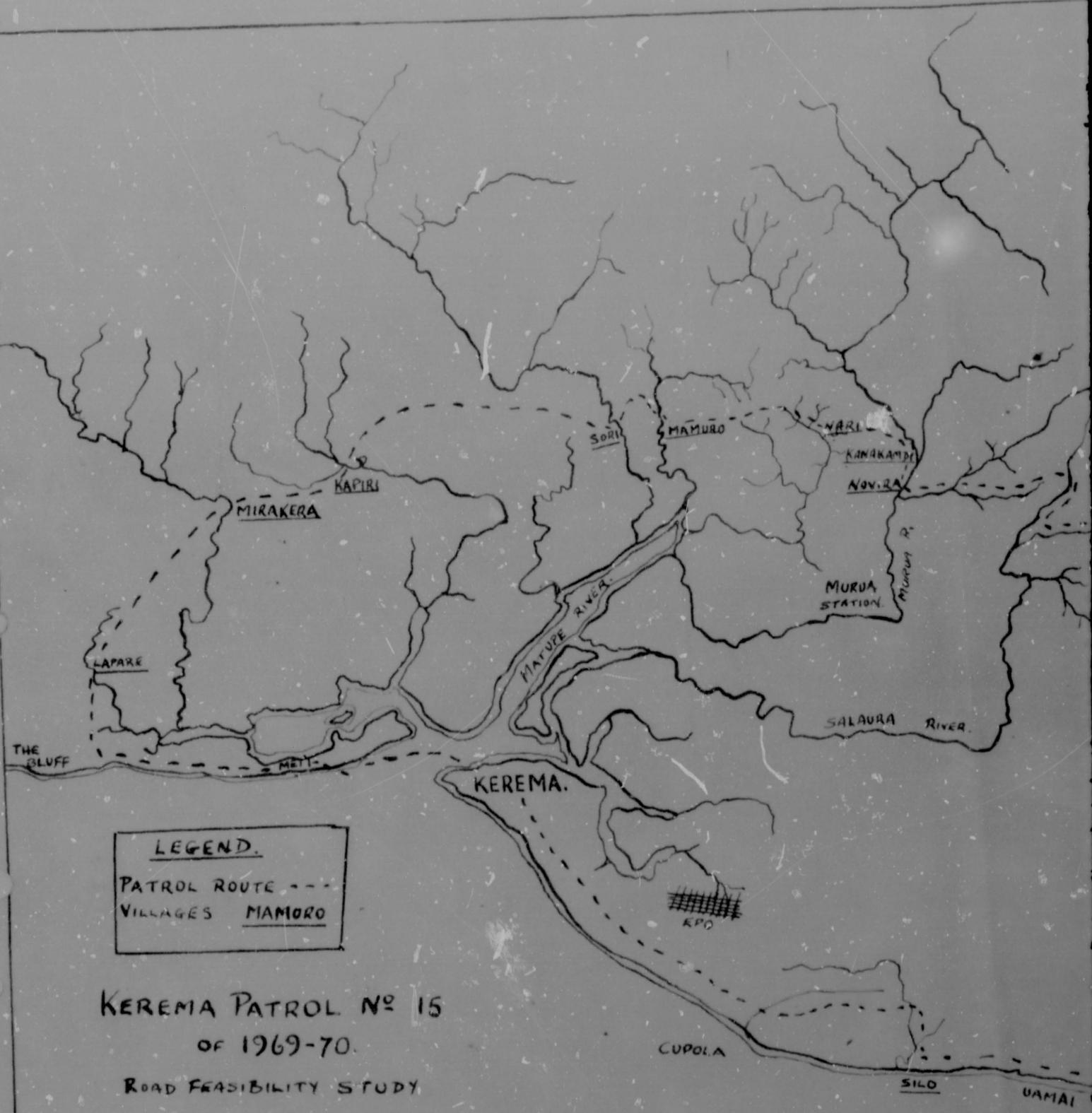
There are no schools save the mission primary school at MIRAKERA but this has all but ceased to function due to lack of enthusiasm by both teachers and pupils.

There are no Aid posts either except the one at MIRAKERA but KEREMA Hospital is within reasonable travelling time by canoe from any of the Kerema Bay villages. No aid post facilities are available to the KAMIA People of the upper KARAMA river.

In conclusion I feel that the future development of this area both social and economic will be greatly speeded up should this road become a reality. In response to increased social and economic development, political awareness should - the peoples will see the efforts being made to improve their lot both by central and local government bodies. Improved communication and transportation facilities are essential to speedy development and hence road making would be among the first priorities in the area.

Attitude
A. J. (SIKLE),
PATROL OFFICER IN TRAINING.





LEGEND.
 PATROL ROUTE ---
 VILLAGES MAMURO

KEREMA PATROL NO 15
 OF 1969-70.
 ROAD FEASIBILITY STUDY
 A. J. MEIKLE.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA No. 16 OF 1969/70.

Patrol Conducted by J.A. JOHNSTON (DISTRICT OFFICER/SENIOR LOCAL GOVERNMENT OFFICER.)

Area Patrolled GULF DISTRICT COUNCILS' HEADQUARTERS

Patrol Accompanied by Europeans NIL

Natives NIL

Duration—From 1/10/69 to 31/12/69 (broken periods).

Number of Days 19.

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services / / 19

Medical / / 19

Map Reference

Objects of Patrol S.L.G.O. inspections of Councils under S.11 of Local Government Ordinance. General check of Council activities, works programs, etc. Training of Clerks.

Director of District Administration, PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

Amount Paid for War Damage Compensation \$

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

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

7
HRD/JT.

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

67-2-39

8th April, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. 16.

Your reference 67-2-70/41 of 12th January, 1970.

I acknowledge, with thanks, receipt of Special Report by Mr. J.A. Johnston, District Officer/Senior Local Government Officer, of the Gulf District Councils' Headquarters.

The report has been referred to the Local Government Section which advises as follows:

"....The fact that in most instances the routine Council administrative work is not up to date on the occasion of each visit by the Senior Local Government Officer, and some of the Councils' rather small works programmes are well behind is sufficient evidence that most Advisers are giving their Council advisory functions too little priority. There is not a great deal of work involved in this with most Councils in the Gulf, and a three monthly visit by the Senior Local Government Officer should provide Advisers with more than adequate advice and assistance to carry out their duties.

We have had a recent example where Kerema Bay Shell Fuel Agency Account was not balanced between the period 30th September, 1969, and 24th October, 1970, and on both occasions by the Senior Local Government Officer; and there have also been longer than one month periods between balances of the Kikori Trade Store Account and the Kerema Bay Sanitation and Garbage Account, although the Councils have received definite instructions to balance monthly. When financial summaries have been drawn up for these accounts, the Senior Local Government Officer is more often than not the person who draws them up."

I trust that more positive action will be taken.

T.W. Ellie
(T.W. ELLIE)

Secretary,
Department of the Administrator.

6

cc: Mr. J.A. Johnston,
Senior Local Government Officer,
KEREMA.

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

67-2-89 (5)

67-2-70/41.

KEREMA, GULF DISTRICT.

12th January, 1970.

The Deputy District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL REPORT No. 16-1969/70.
GULF LOCAL GOVERNMENT COUNCILS
J.A. JOHNSTON, a/D.D.C.

This report shows that the improvement of the first quarter has not been continued. With some Councils - East Kerema, Balmuru and Kerema Bay - there appears to be a tendency on the part of Council Advisers to free wheel, and leave the necessary supervision of Administrative Advisers to the Senior Local Government Officer.

On your next visits, ensure the Assistant District Commissioners are under no misapprehension as to whose duty it is to have the capital works programme completed and the Councils functioning efficiently. Any failure in these respects will be visited upon them.

The East Kerema variation of Constitution has been dragging on, to my knowledge, for over nine months. The Commissioner for Local Government gives 30th January as the deadline for receipt of the necessary papers. Ensure that this is done.

Your performance of other duties during the period has resulted in a poor performance by the Councils; however, no relief is in sight and it will be necessary for you to use other means than personal attendance to get the work done.

Minute to: ✓

(R.S. BELL),
DISTRICT COMMISSIONER.

The Secretary,
Department of the Administrator,
KONEDOBU.

For your information and comment please.

Com 400 f2 and 15.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

(4)

KEREMA PATROL REPORT No. 16 OF 1969/70.

PATROL DIARY - J.A. JOHNSTON, S.L.G.O.

1969.

8 Oct - 11 Oct.

To Ihu per plane. Check of all books and various matters for Orokelo and Korimiri Councils. Attending general meetings. Instructions course for clerks. Inspection various roadworks throughout Orokelo area. Discussions with A.D.O. re various matters. Returned Kerema per plane.

14 Oct - 17 Oct.

To Baimuru per plane. Check of all Council books, tax audit, etc. Court case re misappropriation of Council funds by clerk. Attended initial meeting of Council after elections. Attention to various matters - discussions etc. Returned Kerema per plane.

5 Nov - 6 Nov.

To Karama per dinghy. Attended Kaipi Council meeting. Check of all books, balancing, etc. Discussions with Adviser re roadworks, works program, etc. Returned Kerema per dinghy.

8 Nov - 11 Nov.

To Kikori per plane. Discussion various matters with A.D.C. and Council Adviser. Full check and inspection report on all Council books, records, etc. Also check of books, etc., in relation to Council trade store, Shell Agency, etc. Returned Kerema per plane.

26 Nov - 29 Nov.

To Malalaua per plane and dinghy to Lalapipi. Attended East Kerema Council meeting. Bringing all books up to date, balancing etc. Full check and inspection report on all Council books, records, etc. Discussions with A.D.C. Returned Kerema per plane.

3 Dec.

To Cupola road-head by car. Walked to Karama inspecting roadwork at Cupola, Silo, Uamai and through to Karama, also bridges at Uamai. Attended Kaipi Council meeting. Inspected work done by P.W.D. on Karama ferry. Discussions with Council Adviser. Returned Kerema per dinghy.

PATROL REPORT - KEREMA No. 16 OF 1969/70.

As with Kerema Patrol Report No. 11 of 1969/70, this one is also of a special nature and covers visits made by the writer to Councils in the District during the second quarter, to check on books, works programs, etc.

As can be seen from the patrol diary, each Council was only visited once during the quarter, apart from Kaipi where two short visits were made. In addition, eleven full days were spent with the Kerema Bay Council, which did not involve patrol days.

Unfortunately the number of patrol days has dropped by half in comparison with the first quarter. This may in large be attributed to:

1. Two visits to Port Moresby - one for ordering, etc., of Council materials and the other to attend a Political Education course.
2. The organising and holding of a District Councils' Conference.
3. A small involvement in a week's training course held for Kerema Bay, Korimiri and Orokelo Councillors.
4. Performance of various duties as acting Deputy District Commissioner during November/December.

It is hoped that lengthier visits to Council areas, particularly at village level, will be possible during the third quarter.

Following is a brief report of the current situation in each Council area. Because of the above, very little can be said re the people's attitudes, etc.

EAST KEREMA:

Finalisation of ward boundaries and various proposals for amendment of constitution almost complete.

Tax collections are very good with the original estimate now being exceeded by some \$1,000.

The works program has not been going ahead nearly as quickly as one would expect it to. Instructions and advice have been given re this aspect.

People have been continuing to work fairly well on self-help airstrip projects.

KAIPI:

Tax collections continue to slowly rise, however they are still \$700 odd short of the estimate.

Works program continues to progress satisfactorily, although perhaps a little slowly.

People continue to work steadily on self-help road projects between Cupola and Malalaua.

Recent decision by Council was against any immediate amalgamation with Kerema Bay and/or East Kerema Councils.

KEREMA BAY:

Tax collections have now exceeded the estimate.

Works program has still not got under way to any great degree and the adviser will now have to urge the Council on in this respect and devote a considerable amount of his time to Council work.

One of the hold-ups to the works program being effected is the virtual non-participation in matters by the Finance/Executive Committee. It is unfortunate that both the President and Vice President have full-time jobs in Kerema town and thus have little time to spare for Council duties. In fact, practically every aspect of the Council's functions (from supervision of employees down) has to be checked on and advised on by the Council Adviser and the writer to keep the Council on its feet.

KORIMIRI:

Unfortunately no financial return for November received to date, but is expected that tax collections have now reached the estimates figure.

Works program will have to be speeded up as, after a satisfactory start, it now appears to be lagging.

The people continue to work on roads.

OROKOLO:

All aspects basically the same as for Korimiri.

BAIMURU:

Tax collections remain poor - \$7,000 approximately below estimate. Only \$1,500 collected during quarter. Position should improve due to defaulters' courts and employment now being available for many hundreds with new mining exploration companies.

Works program still not under way to any great degree. Will have to be speeded up and "pushed" by Adviser, but with an eye towards the receipt of taxes, so as not to over-commit.

①

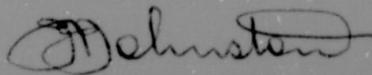
D.D.A. staff position has settled down a little, but departure of the Assistant District Commissioner in ten days' time, with no immediate senior replacement, will disrupt things somewhat. It is hoped the writer will be able to visit the area for some time during the next quarter.

KIKORI:

Tax collections are still only coming in slowly - up to \$5,000 below estimate.

Works programme has also not advanced very far in six months despite fairly early ordering of materials, etc.

For D.D.A. staff position see Baimuru.



(J.A. JOHNSTON),
SENIOR LOCAL GOVERNMENT OFFICER.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KIRIWA 17 - 1969/70

Patrol Conducted by Mr. D. O. Meekoro, Local Government Assistant,

Area Patrolled Two Council Areas

Patrol Accompanied by Europeans N/A

Natives N/A

Duration—From 28 / 10 / 1969 to 14 / 11 / 1969

Number of Days 18 days

Did Medical Assistant Accompany? N/A

Last Patrol to Area by—District Services / / 19

Medical / / 19

Map Reference

Objects of Patrol Local Government Routine duties - financial statements, Stocktake, Tax Ticket Audit, and etc.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

.....

.....

.....

67-2-40

Division of District Administration,

KONEDOBU, PAPUA.

23rd February, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO. 17/69-70.

Your reference is 67-2-71/107 of 28th January, 1970.

2. I acknowledge with thanks receipt of Special Report by Mr. D. Meakoro, Local Government Assistant, to parts Kikori & Baimuru Local Government Council Areas.
3. I have no comment to make on these inspections.

(S.J. PEARSALL)
s/Secretary
Department of the Administrator.



TERRITORY OF PAPUA AND NEW GUINEA

67-2-40 (4)

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

In Reply
Please Quote

No. 67-2-71/107.

Department of the Administrator,
KEREMA, GULF DISTRICT.

28th January, 1970.

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

PATROL REPORT No. 17-1969/70 - KIKORI/BAIMURU
LOCAL GOVERNMENT COUNCIL - MR. DANIEL MEAKORO,
LOCAL GOVERNMENT ASSISTANT.

The abovementioned report refers.

The Senior Local Government Officer has the various matters raised in hand.

The report requires no other comment.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

525

1969.

- TUESDAY 28th Octpber. Departed Kerema for Kikori at 8.a.m., arriving 10.a.m. walked to wharf, uplift by dinghy to Kikori wharf, thence walked to Kikori Council Chambers, arriving 10.30.a.m. Worked on Financial Statement whole day until afternoon. Overnight Kikori station.
- Wednesday 29th October. More effort on Balancing of the Financial Statement whole day. Overnight Kikori Station. Financial Statement was taken that afternoon.
- Thursday 30th October. At Kikori Council Chambers told the Clerk of the Council to type the Financial Statement. Self on to Back and current tax ticket audit, until afternoon. Slept Kikori.
- Friday 31st October. At Kikori Council Chambers, payments of various accounts, Assets Register, Rules Book, etc. until afternoon. Slept Kikori.
- Saturday 1st November. Inward Correspondence only until 12.Noon. Overnight Kikori.
- Sunday 2nd November. Observed Kikori.
- Monday 3rd November. To Kikori Council's Bulk Store Stocktake until 4.30.p.m. More effort next day. Slept Kikori.
- Tuesday 4th November. To Kikori Council's Bulk Store stocktake until 4.30.p.m. and completed it. Slept Kikori
- Wednesday 5th November. To Kikori Council's retail store stocktake until 5.p.m. More effort next day.
- Thursday 6th November. To Retail Store storetake until 5p.m. More effort next day. Slept Kikori.
- Friday 7th November . To retail store cleaning up of the stocktake's until 5.p.m. More effort next day. Slept Kikori.
- Saturday 8th November. To retail store cleaning up stocktake until 12 noon. Afternoon observed. Slept Kikori.
- Sunday 9th November. Observed.
- Monday 10th November. To retail store final cleaning up of the stocktakes until afternoon. Slept Kikori.
- Tuesday 11th November. Departed Kikori for Baimuru at 10.15.a.m arriving 11.a.m. Met by Baimuru Council Clerk, walked to Office arriving 11.10.a.m. looking through the financial Statement and etc. until 12 noon. Afternoon worked on Financial Statement until 4.p.m. Overnight Baimuru.
- Wednesday 12th November. To Baimuru Council Chambers worked on Financial Statement and the Book Balance was then taken to date, that morning, spend time on tax ticket audit, till afternoon. Slept Baimuru.

(2)

1969.

Thursday 13th November. To Baimara Council Office cleaning up of the Tax tickets audit, Rules Book, Assets, and etc. until 4.30.p.m. Slept Baimaru.

Friday 14th November. Morning spend on final cleaning up of the Office work, and afternoon approx. 0130 hours departed Baimaru for Kerema per TAA. Twin Otter arriving 2.0'clock. Observed that afternoon.

00000000000000000000000000000000

PATROL REPORT - KEREMA NO. 17 OF 1969/70.

(11)

This report is brief and short, which covered the period from 28/10/69-14/11/69.

The details of the report are in the Patrol Diary.

The only comments I will make are as follows.

KIKORI.

The Clerk Mr. Dusty Muh needs a close supervision, because he is more or less not too sure of one thing to another. This will mean only if he concentrates.

Tax ticket audit was good. All money that were collected brought to account. Tax defaulters were not done, because of the Tax Collection for 1969/70 was still to be collected.

No Petty Cash Book was drawn up. Although there had Cheques written for Petty Cash, which never account for. Drawn one to date.

Financial Statement was taken to date.

Receipts, and Vouchers to Cash Book, thence to Ledgers to date.

Stocktake Kikori Council Store both Bulk and Retail Stores. There were stocks taken from Bulk Store without issuing Rebit Notes. Brought this to date. In the Retail Stores some of the stocks, such as Singer Machines, and Gum Boots forgot to enter them in the Ledgers. Brought this to date. Advised Mr. Omo Maruru, Stores Manager, to cease this practise.

BAIMURU

This Council is of such a small in revenue and Population as most of its taxpayers were absentees. To do with its Capital Works programme, nothing much was done in 1968/69, and 1969/70.

Financial Statement was done to date.

Receipts, and Vouchers were not posted to Cash Book and Ledgers. Brought this to date.

Tax Ticket audit to date. All tax collected were brought to account.

The Clerk Ma'oni Dickson is a reasonable person. He knows his work, although he is a trainee Clerk.



(D. O. Meakororo)
Local Government Assistant.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA NO. 18-69/70
 Patrol Conducted by J.B. QUINN - ASSISTANT DISTRICT COMMISSIONER
 Area Patrolled PART WAPI C/D of MOROBE DISTRICT. HANDEI, WENTA, HANGOIA, PART KEREMA BAY, OROKIO, KOBIMINI, UPPER VAILALA of GULF DISTRICT
 Patrol Accompanied by Europeans ADO McQUILLITY (PART) ADO WALLACE (PART)
 Natives 125 SGT. GELAI (PART), CPL 1899 BANIONU (PART) 139 SGT. DAVL (PART), INTERPRETER GUNGADIN (PART)

Duration—From 13/1/1970 to 8/5/1970 (BROKEN PERIODS)
 Number of Days 28 PATROL DAYS 14 FIELD DAYS

Did Medical Assistant Accompany? NO
 Last Patrol to Area by—District Services JANUARY 70

Medical 7/19
 Map Reference FOURMIL KIKORI AND WAU . MELINCH
 Objects of Patrol (1) AREA FAMILIARIZATION (2) POLITICAL EDUCATION SURVEY (3) ROAD SURVEY (4) DISTRICT COURT HEARINGS (5) COUNCIL AFFAIRS (6) MURDER INVEST. (7) PROSPECTING AUTH. EXPLANATION (8) ROUTINE ADMINISTRATION.

Director of District Administration,
 PORT MORESBY.

Forwarded, please.

/ / 19

.....
 District Commissioner

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

HRD:RG

67-2-81

Division of District Administration,

KONEDORU, Papua.

8th July, 1970.

The District Commissioner,
Gulf District,
KEREMBA.

PATROL NO. 18 69/70

Your reference 67-2-72/938 of 30th June, 1970.

I acknowledge, with thanks, receipt of Situation Report by Mr. J.B. Quinn, Assistant District Commissioner, an Area Familiarization of Census Divisions.

Mr Quinn has again demonstrated his ability to acquire a sound appreciation of attitudes and problems. The report is an interesting and informative one documenting local problems and attitudes adequately.

It is pleasing to note that positive action is being taken to develop a road system for these inland people. The matter of Local Court Magistrates for the District will be further covered under separate memorandum. My 37-1-30 of 8th July, 1970, to you refers.

In all, Mr. Quinn has carried out an excellent piece of field work.

(T.W. ELLIS)

Secretary,

Department of the Administrator.

67-2-81

Division of District Administration,

KONELOBU, Panua.

8th July, 1970.

The District Commissioner,
Gulf District,
K E R E M A.

PATROL NO.18 69/70

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piece of field work.

(T.W. ELLIS)

Secretary,

Department of the Administrator.

25

The need for a Welfare Officer, especially to work amongst the large number of village women left at home by their husbands who are employed out of the District, has previously been taken up with the Department of Social Development and Home Affairs. Unfortunately nothing has eventuated.

My compliments on a very instructive report.

R. S. Bell
R.S. BELL
DISTRICT COMMISSIONER.

Minute to:

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

The abovementioned report in duplicate is forwarded herewith.

R. S. Bell
(R.S. BELL)
DISTRICT COMMISSIONER.

Encl.

67-2-81

(24)

DJH/KAM. 67-2-72/938.

KEREMA, GULF DISTRICT.

30th June, 1970.

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

KEREMA PATROL REPORT No. 18-1969/70
KEREMA SUB-DISTRICT BY MR. J.B. QUINN, D.C.(A.D.C.)

Thank you for the abovementioned report.

The comments made in the report are concise and pertinent and have the added advantage of having been made after Mr. Quinn has had some six months' experience in the Sub-District; they are thus considered opinions, rather than mere impressions.

As Mr. Quinn explains, the work of the council adviser greatly increases with a council's involvement in agency functions. Although these activities greatly increase the annual revenue of the council, they cannot be conducted at the low standard maintained by most council clerks as the parent business enterprise concerned is not willing to accept the lower standard through localisation that the local government system is forced to accept. The result is greater time spent on council agency functions by the adviser rather than in his training roll. The real problem stems from a general lack of enthusiasm in the council's activities by the councillors themselves. My impression with councils in this District is that if the adviser only advised and did not personally organise such activities as the completion of the capital works programme, nothing at all would be done. The only reason the council's capital works programme in the Kerema Sub-District has been completed this year for the first time ever, is because of the activities of the council advisers themselves.

The general complaint by the villagers of the failure of their Members of the House of Assembly to visit them is general throughout this District. The villagers are generally unsympathetic to explanations of transport difficulties, due to the shortage of roads. Although they themselves are generally very lethargic, they do not expect the same from their Members.

There is a great need for Agricultural Extension Officers to actively encourage copra production at the village level. This can only be done effectively by doubling the number of Agricultural Officers in this District and ensuring that they are constantly on patrol.

The Lutheran Mission at KAINTEIBA, as well as closing its school, has recently been forced to withdraw its European minister due to staff shortages.

There is a definite need for Local Court Magistrates throughout this District. A submission has been made to the Secretary for Law on this matter.

37-1-30 of 18/7/70

23

KS 67-2-2

JBQ/jq

Sub-District Office,
KERELA

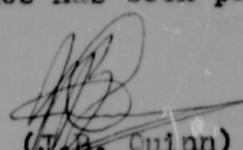
22nd June, 1970

The District Commissioner,
Gulf District
KEREMA

KEREMA PATROL REPORT NO. 18 - 1969/70

Please find attached three copies of the above Patrol report.

2. Late submission is regretted, but the four days clear of all duties to compile a patrol report does not work in practice.
3. Claim for Camping Allowance has been previously ~~been~~ submitted to you.



(J.B. Quinn)
Assistant District Commissioner

TERRITORY OF PAPUA AND NEW GUINEA

KEREMA PATROL NO. 18 - 1969/70

22

REPORT NO.: Kerema No. 18 - 1969/70

SUB-DISTRICT: Kerema.

DISTRICT: Gulf

COUNCIL/NON-COUNCIL AREA: Part Council, part non-Council

PATROL CONDUCTED BY: J.B. Quinn

DESIGNATION: District Officer - A.D.C.

AREA PATROLLED: Part Wapi C/D of Morobe District. Hamdei, Wenta, Hangoia, Part Kerema Bay, Orokolo, Korimiri, Upper Vailala of Gulf District.

PERSONNEL ACCOMPANYING PATROL:

ADO Mc Quilty	ADO (Part)
ADO Wallace	(Part)
Sgt. Gelai	(Part)
Cpl. Baniamu	(Part)
Sgt. Davis	(Part)
Interpreter	
Gungadin	(Part)

DURATION OF PATROL: 13/1/70 to 8/5/70 (Broken periods)

DATE AND DURATION OF LAST PATROL:

OBJECT OF PATROL:

- (1) Area familiarization
- (2) Political Education survey
- (3) Road survey
- (4) District Court Hearings
- (5) Council affairs
- (6) Murder investigation
- (7) Prospecting Authority explanation
- (8) Routine Administration.

TOTL POPULATION: 25,000 (approx)

MAP REFERENCE: FOURMIL KIKORI AND WAU.

VILLAGE POPULATION REGISTER: Not included.

Tuesday, 13th
January, 1970:

Left KAMBA 0830 by Islander
aircraft. Conversation with J.C. and
staff about local affairs and problems.
At KAMBA.

Wednesday, 14th
January, 1970:

Inspection Police detachment, interviewed
Police and local office staff. Inspected
all houses, A.I. post and D.M.F. station.
At KAMBA.

Thursday, 15th
January, 1970:

Departed KAMBA 0830. Walked to BUA
A.S. station, arriving 1000 hrs. Proceeded
along walking track then straight up side
of mountain to road trace. Walked along
road trace to "the Gap" then down to
valley floor, arriving HAWA BANGA 1500 hrs.
At HAWA BANGA.

Friday, 16th
January, 1970:

Departed HAWA BANGA 0730 and proceeded
along out road trace. Arrived HAWA BANGA 1000 hrs.
after scrambling around 200' rock face.
Left village and proceeded straight up ridge,
then on downwards to find head of new road
trace and proceeded along to HAWA BANGA,
arriving 1500 hrs. Large crowd around rest
post, and many varieties of fresh vegetables
offered. At HAWA BANGA.

Saturday, 17th
January, 1970:

Departed HAWA BANGA 0600 and walked 2 1/2 hrs.
to vicinity of KAMBA village where met
Mr. W. White (A.C.) concerning road construction.
Walked along road 1 mile with bin, borrowed
Kamban motorcycle and road to HAWA BANGA. Road
only motorcycle standard - very poor in places
with 20-25% grades and 2-foot widths.
Arrived HAWA BANGA 1315 hrs. and met A.C.P.
Incester. Discussions on Kamban/Henyanya
road. Inspected part of road to ASERI.
At HAWA BANGA.

Sunday, 18th
January, 1970:

At Henyanya. Further discussions on roads
and also, with A.C. and J.C. Aschi, the
procurer of Gulf District people being
administered from Henyanya. and Aschi.
At HAWA BANGA.

Monday, 19th
January, 1970:

Departed HAWA BANGA 0630. Motor-bike U/S so
commenced walking 1010 hrs. Arrived KAMBA
and camp 1530 hrs and departed for HAWA BANGA
1640 hrs. Walked 2 hrs 20 mins. to HAWA BANGA.
Road heads only about 2 hrs. apart -
perhaps 2 months work! Severe electrical
storm late afternoon.
At HAWA BANGA.

Tuesday, 20th
January, 1970:

Departed KAWA'BEGA 0815 and walked straight over ridge to KAWA'BEGA - 3 hrs. Mainly easy walking, as compared to 4 hrs. on road today. Departed KAWA'BEGA 1115 and continued back along road down through the gap, then over road, dropping off steep ridge and along river to KAWA'BEGA mission, arriving 1400 hrs. Left KAWA'BEGA and continued down road to KAWA'BEGA, arriving 1700 hrs. Holes in rocks between KAWA'BEGA - KAWA'BEGA - blasting expert required.

Wednesday, 21st
January, 1970:

At KAWA'BEGA. Finalised station inspection. Commenced communal protection of Daribu-Biru V.R. Prepared us for departure on patrol. Difficultly in obtaining carriers due to Mr. Bidlick's long log line on his patrol. At KAWA'BEGA.

Thursday, 22nd
January, 1970:

Met Mr. Hoffman, DFBG reporter for "Our News" at Kaintiba. Departed KAWA'BEGA 1115, walked up very steep ridge - some new forest on top of ridge. Proceeded down other side in country with easy grade, plenty of timber (Tana, etc). Arrived UWA'OA hamlet 1515 hrs. to be met by angry line of Mr. Bidlick's carriers with complaints about... Letter sent back with them to G.I. Kaintiba. A small hamlet with pleasant view, well-wooded and looks quite fertile.

Friday, 23rd
January, 1970:

Departed UWA'OA 0710 and walked down ridge and through dense bush, then down very steep ridge to Tauri River. Walked downstream 20 mins. before arriving at cane suspension bridge. Crossed it by 0930 (an excellent piece of engineering) and proceeded up hillside and along to IMU'EMA hamlet, arriving 1215 hrs. Dropped down ridge and proceeded over steep country to OYI'BEKI hamlet. Carriers, police and interpreter split here. Self proceeded up steep slope to KAWA'BEGA (KAWA'BEGA) R.C. Mission. Met the three Fathers and discussed local affairs with them. At KAWA'BEGA.

Saturday, 24th
January, 1970:

Inspected road-works at rear of Mission. 60 men (paid by Mission) busily cutting another section of the Karama-Kaintiba road. Talked with local village officials; settled minor dispute, departed Mission 1100 hrs. for KAWA'BEGA. Walked along well cut and graded track (ready for motor-cycles with small bridges, culverts and some grades straightened. A very pleasant

valley and plains people. Valley appears extremely fertile - ideal for vegetable growing; grassy river flats appear ideal for cattle. Most impressive area from the agricultural potential angle. Arrived PUMATA 1715 hrs and stayed in Rest House paid off Eritrean carriers. Inspected work on new Aid-post and APC's house. 30-40 men busy on the job. Discussions on use of assembly, etc. looks of blank incomprehension. Patrigo's (Ye of Amudaga) appears to be losing his position (affairs with women) Vegetables brought in - sweet potato, shallots, good, though small cabbages, celery, sugar-cane, taro, etc. Discussions on local affairs with village officials and others. At PUMATA.

Sunday, 25th
January, 1970:

Heard marital complaint in morning. Finally departed 0900 and headed over bush track to a hamlet of PUMATA. New houses ~~xxx~~ erected, new rest house. Continued up ridge and down other side (heavy moss, light alpine? vegetation on top) to PUMATA. Place semi-abandoned. Rested carriers and then continued over and along ridge to hill overlooking PAINGOBA. Good view for miles over country, and down to coast. Arrived at PAINGOBA Rest house 1515 hrs. Large, new rest house - nicely situated. Checked all material left there; word sent out for all V.C.'s and other men for talks on road works.

Monday, 26th
January, 1970:

At PAINGOBA. Inspected Aid-Post and new ward and held discussions on health problems with Underly. No complaints, people coming in for treatment - mainly malaria and sores. Helicopter pad clear. Village quite clean and tidy. Various Councillors and V.C.'s came in and road talks were held. They have NOT followed instructions to build gardens near the road track. Various courts rest of day - mainly assault. Some disputes concerning pigs settled. Severe rain and cloud produced a very cold afternoon and evening.

Tuesday, 27th
January, 1970:

Departed PAINGOBA 0715 and walked along faint bush "path" along stream and up and down ridges until arrived IVANA 1405 hrs. - nearly 2 hrs. made difficult by continual rain and mist - impossible to see surrounding country. Unfortunate as I had hoped to gain an idea of the road and involved throughout the area. Talks with IVANA V.C. on road work. Everyone keen to start. At IVANA.

Wednesday, 28th
January, 1970:

Departed IVANA 0730 and proceeded over steeply undulating country to IMANU hamlet, arriving 1230. Excellent view of Eritrea and coast. Departed 1410 hrs. Travelled over steep ridges and finally flat country to MARSA, arriving 1810 hrs. Some carriers paid off, others to accompany to Eritrea for pay-off. IMANU is

depressing village of many people present.
At 11:30.

Thursday, 28th
January, 1970: at 11:30. Boat arrived 10:15 hrs., loaded
cargo and started down river, arriving 12:00 hrs.
After lunch, to office to catch up on
a backlog of correspondence for rest of afternoon.

Friday, 30th
January, 1970: to
At 11:30.

Tuesday, 3rd
February, 1970: to
at 11:30.

Wednesday, 4th
February, 1970: Final clearing up of correspondence prior to
departure on patrol. Patrol instructions for
Mr. A. Neil's written. Departed Merena 1515
for UMIPI by canoe. Arrived rest-house 1600 hrs.
Discussions with Councilors on local affairs.
Discussions 2030-2215 hrs with Councilors made
about 15 people on road works - they want 70c
van hour and pay for coconuts. He iterated the
basic principles behind rural development and
self-help. Discussed business opportunities with
people - they want more "business" in Merena in
order to get money. Nothing concrete, only
vague ideas. Jounded out thoughts on self-
government, maybe good for others but they like
to stay under the "humballa". A placid,
pleasant and completely useless lot. Present
at UMIPI. Then inspection and discussions with
all on local and Council affairs.

Thursday, 5th
February, 1970: Cargo set off 730. Self inspected Aid-post (in
reasonable order) then walked along road track
with Councilor. NIL work since my
last visit. Arrived MBI. Held discussions with
Salvation Army Captain on local affairs.
Discussed letter about so called "witch doctor"
with CAPTAIN. Walked along MBI stretch of road-
great protestations by Councilor that work will
continue "soon". Walked along beach, frequently
moving inland to check on sweep-beding beach.
Arrived ARAIBINI Mission 11:00 hrs. Talks with
Mr. E. Kelly, Lay Worker. Talked over local
affairs with Fr. Boive. Departed by tractor 1700
then walked 3/4 hr. to HIRAIHIRAI. Camped in
rest house. Lights talk in evening - mainly
on local affairs. Little apparent conception
of self-government - main problem is "business".
Discussions with Councilor and people at 18:00.

Friday, 6th
February, 1970: After waiting for Councilor and people for
further discussions departed 0930. Stopped at
SOARE-River for 2 hrs to talk via local and
Council affairs. Explained Council 5 year plan.
Discussions on payment for road works. Ferried
over creek and proceeded along coast and then
onto new road. Thousands of coconuts rotting
and sprouting in the bush. People have
tremendous potential for development if they

wanted. Proceeded on to KOIALAHU, arriving 1345 hrs. Cargo arrived 1515 hrs. 1930-2100 talks with two Councillors and local people. At KOIALAHU.

Saturday, 7th
February, 1970:

At KOIALAHU. Seventh Day Adventist village so no hope of obtaining carriers. Day observed.

Sunday, 8th
February, 1970:

Departed KOIALAHU 0830 and proceeded through to BELAPA-HILOI. Discussions with people at HARUNA. Inspected two trade stores. Walked through to LUI, returned road then through bush to inspect government land. Continued through to BELEPA, camped in village. Talks with local people in evening.
At BELEPA-HILOI.

Monday, 9th
February, 1970:

Cargo sent off to LUI. With President walked along road to MAIRA PLtn, then turned off on old road to IOURI. Inspected new road, along to Vailala river. Returned IOURI talks with people. Walked 10 mins. to canoe stage then downstream by canoe, proceeded to KAROKARO. Walked inland to LUI, arrived 1525 hrs. Camped in rest house.

Tuesday, 10th
February, 1970:

At LUI. Walked down to KAROKARO, discussions with people. 1030 departed for IHU by power canoe. Station inspection and discussions with ADO on local and Council affairs.
At IHU.

Wednesday, 11th
February, 1970:

Prepared Inspection report. To Council chambers at Auma. 1130 Orokelo Council started meeting. In attendance until 1730. At IHU.

Thursday, 12th
February, 1970:

To Council chambers. Attended Council meeting and checked books. Returned IHU 1700 hrs. At IHU.

Friday, 13th
February, 1970:

District Court hearing. Pm walked to AUMA - work on Council books. 1730 hrs walked along coast to PAKOWABU. Camped in rest house. 2000 - 2300 discussions with local people. At PAKOWABU.

Saturday, 14th
February, 1970:

Departed PAKOWABU. 1000 walked along coastal road, arriving Kavava R.C. Mission 1150 hrs. Talks with Fr. P. Compte on local affairs. To HOPAIKU, camped in house of Mr. Heni Kiki.

- Sunday, 15th
February, 1970: Walked through to PAEVERA along supposed road route. $\frac{1}{2}$ - $\frac{3}{4}$ mile of swamp before arrived on solid ground. Discussions with Councillor and local people.. Returned HOPAIKU 1430 hrs. 1845-2050 discussions on political development. At HOPAIKU.
- Monday, 16th
February, 1970: Walked to Crokolo United Church mission, talks with staff. Then to IUKU, talks with people. 1130 departed for AREHAHA, MURO hamlet, AVAVU and AREHAVU no. 2. Returned AREHAHA 1500 hrs, discussions with Councilor and people until 2145. At AREHAHA.
- Tuesday, 17th
February, 1970: 0715 to school and then village for discussions. To MAREA, departed 1130, thence AHAHE, where talks on road, etc. held. At AHAHE.
- Wednesday, 18th
February, 1970: Walked to AVAVU and Muro hamlet, inspected school, heard complaints. Walked back to AHAHE, then by car to IHU, arriving 1130. 1430 carried out road survey to Purari by helicopter. Returned KEREMA at 1615 hrs.
- Thursday, 19th
February, 1970:
to At KEREMA
- Tuesday, 3rd
March, 1970: Finally departed Kerema 1100 by canoe; crossed Vailala bar 1400 and arrived IHU 1430. Loaded cargo and departed IHU 1515 hrs - up Vailala to HEPEA 1745 hrs. Inspected village, held talks. At HEPEA.
- Wednesday, 4th
March, 1970: Departed HEPEA 0730 and continued up river to IORI, arriving 1430. Miles of good, though unused land; people very apathetic. Radio Kerema recorded. At IORI.
- Thursday, 5th
March, 1970: Departed IORI 0800 and sailed upstream to KEKA, arriving 1100. Most people away hunting. As so few people here, decided return downstream then proceeded up Ivori river to KEKA, arriving 1630. Talks with local people. At KEKA.
- Friday, 6th
March, 1970: Departed KEKA 1015 hrs. River quite high after rain. Canoeed down IVORI into Vailala and continued onto IORI, arriving 1515 hrs. At IORI.

Saturday, 7th
March, 1970:

Departed IORI 0830 and canoed down-river to HEPA. Medical examination, talk on mining venture. Continued on down-river to LOHIKI, where further medical examination and talk on mining venture carried out. Departed LOHIKI and on to HEWA HEWA, arriving 1730 hrs. Camped in rest house.

Sunday, 8th
March, 1970:

Talks with people on mining applications, etc. Departed 1215 and continued to IHU, arriving 1645 hrs.

Monday, 9th
March, 1970:

Departed 0830 by air to KEREMA.

Tuesday, 10th
March, 1970:

to At KEREMA.

Sunday, 3rd
May, 1970:

Monday, 4th
May, 1970:

Departed Kerema 1000 hrs. Travelled by canoe to MAMURO, met carrier line and proceeded from MAMURO 1100, along track arriving IWAYU hamlet 1700 hrs. At IWAYU

Tuesday, 5th
May, 1970:

Departed IWAYU 0730 and proceeded along hunting trail to IVANA, arriving 1515 hrs. Inspected road camp with Mr. Lamont, and had discussions.

Wednesday, 6th
May, 1970:

At IVANA. Commenced hearing courts, further discussions on road work. At IVANA.

Thursday, 7th
May, 1970:

Courts. Talks on road work with Village Constables and bossboys. Departed IVANA 0845 and proceeded on dry track back to Kerema. Carriers wearied early afternoon, and track very treacherous with rain and mist, so diverted to ~~XXXXX~~ IWAYU. Camped overnight.

Friday, 8th
May, 1970:

Departed IWAYU 0630 and arrived at MAMURO 1045. Departed by canoe for Kerema, arriving 1145.

PATROL STOOD DOWN

(14)

KEREMA PATROL REPORT
NO. 18 - 1969/70

SITUATION REPORT

INTRODUCTION:

As can be seen from the Patrol map, the Patrol passed through most of the Census Divisions of the Sub-District. The main aim of the patrol was to give the writer an idea of the entire Sub-District, with reference to the aims and attitudes of the local people. During the course of the patrol the following list of objectives was also carried out:-

- (a) Political Education Survey
- (b) Road Survey
- (c) Station Inspections
- (d) Explanation of Prospecting Authorities
- (e) District Court Hearings
- (f) Check into Council affairs
- (g) Murder Investigation
- (h) General Administration.

2. Broadly, the people of the Sub-District fall into two separate and distinct groups.

3. Fifteen thousand coastal Papuans inhabit a narrow coastal belt extending from the eastern boundary of the Sub-District through to the western boundary - this inhabited coastal belt is rarely more than 4 miles wide. These people have had many years of Administration contact, are "Christians", are regarded as "sophisticated", are under Local Government - and are unprogressive to a large extent.

4. Nearly thirteen thousand people of KAMIA stock inhabit the inland areas of the Sub-District, with nine thousand of these in the general area of KAINTEBA patrol post. These people have had very little experience of effective administration by the Government, have only recently been contacted by the Missions, are quite unsophisticated, are under the Village Constable system (in many cases, only recently under) - and are now beginning to realize that they are far behind in development. Many of these people were nomads, and are quite willing to return to that state at the drop of the proverbial "hat".

5. Between the two groups, who were bitter enemies in the past (and who still are beneath the surface) is a fairly distinct "no mans land", which is virtually uninhabited. Some of the KAMIA people have filtered down from the hills into this "no mans land", and disputes between them and the coastal people have occurred, and can be expected to occur in the future.

6. In the following sections, I intend to give my views on the two groups, and sum up with recommendations for better and more efficient administration.

POLITICAL:

(a) LOCAL GOVERNMENT

All coastal people are under the control of the Kerema Bay, Orokololo, Korimiri Local Government

Councils. It will be some years yet before the inland people can be brought under the Local government system.

My summing up of the three councils is:-

- (1) Korimiri - an effective unit which, with good advice, should develop into a force for progress.
- (2) Kerema Bay - a lot of training required. This Council has been committed by previous advisers to contracts and agency functions which it did not have the ability or will to handle. Adviser has been compelled to look after Council business activities to the detriment of his proper training and supervisory role.
- (3) Orokolo - A worry. Council is only kept going by the efforts of the Advisory staff. Council does not have the support of the people. Council appears to think that the world owes it a living.

Kerema Bay is a multi-racial Council, but little interest is taken in it by the expatriate or "foreign" native community. Orokolo and Korimiri are mono-racial; multi-racial status has been put to them but very firmly knocked back. The main reason the people advance for being against "multi-racialism" is a fear that the Rabaul troubles will break out at IHU if expatriates are allowed into the Council. A somewhat irrational fear as the total number of Europeans involved would be thirty, at the most.

Prospects for amalgamation between the Councils are poor and the idea is not worth considering at the moment. Korimiri Local Government Council can expand to take in about 400 Upper Vailala people.

Advisory staff are adequate at the moment. Over the past year they have concentrated to a large extent in getting their respective Councils works programmes under way. This was necessary as many projects had been "on the books" for 3 - 4 years; the people in the village were getting little or no return for their tax money and were naturally apathetic. They can now see that the Council can do something for them.

FUTURE:

As Local Government Adviser, the writer intends to concentrate largely on the training role in future. Good results were apparent from a weeks training course held for all Councillors in December, 1969; unfortunately, due to pressure of other work follow-up momentum could not be maintained.

(b) LOCAL GOVERNMENT COUNCILLORS

Broadly speaking, Councillors need a tremendous amount of training in their duties and responsibilities. For an area with a fairly long local government history the basic ignorance of Councillors is unfortunate. Both Kerema Bay and Orokolo Councillors have a proclivity to vote themselves large sums in pay, allowances, and "perks" *tendency*

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of various kinds.

FUTURE:

Training to instill a sense of duty and responsibility will take place.

(c) HOUSE OF ASSEMBLY

As was expected, knowledge of the House by the inland KAMIA people was virtually nil; surprisingly, the level of knowledge of the supposedly sophisticated coastal people proved to be only slightly less abysmal.

(d) HOUSE OF ASSEMBLY MEMBERS

The people of the Sub-District are represented in the House by:

- (1) Mr. V. B. Counsel, M.H.A.
- (2) Mr. T. Koraea, M.H.A.
- (3) Mr. T. Lokoloko, M.H.A.

The Inland KAMIA's knew nothing about their members, not even their names, and had no interest in them

On the other hand, the coastal people were extremely bitter about their members. This bitterness appeared to be generated by their Members failure to visit the villages and talk to the people. Various speakers stated that the Government should force Members to visit the village people; others stated that they would not vote in future House of Assembly elections as members were simply "tricking the people."

It was continually emphasized that the people could write or go to and see their Members - they were also reminded that they had the choice of Members by means of the ballot-box.

FUTURE:

A good deal of mending the political fence appears necessary by the Members if they want re-election.

(e) POLITICAL EDUCATION

Nil among the inland people - not much more among the coastal people. This last proved something of a surprise to the writer, as he had been under the impression that the Kerema coastal people were among the most politically conscious of the Territory.

FUTURE:

The Political Education Officer will have an unenviable job, especially with the inland KAMIA people.

ECONOMIC:

(a) GENERAL RURAL DEVELOPMENT

All references to economic development refer to agricultural development. Minerals are a possibility, but must await detailed exploration. Fisheries are also a distinct possibility, but must also await detailed exploration.

The most noticeable factor about the Sub-Districts, in the economic sense, is the very large degree of under-development in all areas.

Under-development in the inland is the direct result of the lack of any form of communications with the outside world. Beyond a small airstrip at KAINTIBA, the inland area is totally isolated. However, this isolation will not last forever.

As the patrol map shows, roads are being pushed out from KAINTIBA towards MENYAMYA and towards KEREMA. Initially these roads will be of only graded walking track/mot r-cycle standard, but are open to widening and improving as time and funds permit.

Until the inland road system does develop, there is little that can be done for the KAMIA people. This is not to say that nothing can be done - as has been said in the past.

It has been demonstrated that European vegetables of all types can be grown in the Kaintiba area, and find a ready market in KEREMA. A small amount of coffee is grown and now finds an outlet. Small herds of cattle at BEMA and KANABEA Missions were also noted; they appeared to be in prime condition.

But it is basically correct that development in the inland areas depends on road access. The KAMIA people are gaining an awareness of their backwardness and have demonstrated (and are demonstrating) their desire to work, and work hard, on their roads.

The coastal areas are also underdeveloped, but this appears mainly due to the lethargic attitude of the people. The coastal belt from KEREMA nearly to the PURARI River is fairly thickly planted with coconuts, but production of copra would not be more than 20% of that available. It was most disturbing to notice vast numbers of rotting and shot nuts lying on the ground.

Between KEREMA and the VAILALA River, selling points for locally produced copra are available at the MBI Co-operative, ARAIMIRI Mission, HUIVA Plantation(owned by the Catholic Mission) and VAILALA EAST Co-operative. Tractors can use the wide flat beach at low tide and shipping points are available at VAILALA EAST and PETOE, opposite KEREMA.

A good road system connects nearly every village in the Orokolo area and provides access to the IHU wharf. Three Co-operatives operate in the area and the Catholic Mission and a private trader also purchase copra.

Yet, with all these advantages production stands at the very low level of 20% (and that figure is optimistic) of potential. The people claim that the low price level for copra is the cause of their low production; in almost the same breath, they will say that they cannot develop because they have "no business" - "unlike other areas in Papua - New Guinea" - a direct quote from one young gentleman.

The area of country immediately inland from the coastal swamps - and up the Vailala River - has a

vast potential for economic development. A glance at the maps and booklet put out by the C.S.I.R.C. (Lands Research Series No.23) demonstrates that the inland area have a high potential for arable crops, tree crops, improved pastures (cattle) and even irrigated rice - maps on Pages 145-148.

An area that tremendously impressed the writer was the Upper Vailala C/D. This immense area has a declining population of 661, good access to coastal shipping (K boats have gone nearly up to IORI), large areas of forest and quantities of good land available for all kinds of crops.

FUTURE:

In the inland mountain areas, little can be done until a road system exists. The foundations of this system are being laid but it will be many years before reliable road communications exist. To bring them into existence will require a large expenditure of money and effort; as things stand at the moment, the area rates low on the funding totem pole.

The coastal area, including the Upper Vailala (which I include with the coast because of ease of access to coastal shipping) has immense potential IF

- (a) The people can be stirred out of their apathy and persuaded to work
- (b) Access roads are driven inland.

The apathy of the coastal people is, to a large extent, a social problem, and will be covered under that section. However, there is a way to stir/and /them improve production: that way is to stimulate the greed, or more politely, the cupidity of the villager. At the moment the people only produce enough to provide necessities for themselves - tax money, rice and tinned fish, a dress for Mum and clothes for the children. Trade stores need improving to provide luxuries - radios, motor-cycles, outboard motors, etc, etc.

A successful Sub-District trade-store owners training course was held in Kerema at the beginning of the year. Other courses would enable owners to keep proper books, make a better profit and get in the goods needed to stir the people.

Access roads have been funded or are under consideration. One, running inland to the OPAU group of villages would open up an area rated as having high to moderate potential for all crops by the C.S.I.R.C.; the other running parallel to the KORIMIRI coast would open up large areas rated as having high potential for arable crops, tree crops and improved pastures. Another suggested road, running inland from IHO in the ORKOLO area would open up land rated as having a high potential for crops and cattle, and could, in future years, be extended even further inland.

ACTIVITIES OF DEVELOPMENT DEPARTMENTS

Looking at the area broadly, there is NIL activity by developmental departments. Beyond maintaining an extension station at MURUA and KEREMA and putting a field assistant or two at Kaintiba and Ihu, the Agricultural Department does nothing to justify its existence in the Sub-District.

Forestry is not represented at all.

Trade and Industry is represented by a small office at IAU; its activities are virtually confined to the immediate IAU area.

PROCESSING AND MARKETING

Mainly covered under the general Rural Development section.

Nil processing in the inland area; very little marketing in the inland area.

The only product processed along the coast is copra - some of which is sun-dried though the greater majority is hot air or smoke dried. The product, from inspections made at various driers and stores, is only of reasonable quality. Much scope for improvement does exist as the coastal area has retrogressed from efficient Ceylon driers of a few years ago to the poor smoke-house design of today.

Marketing of produce from the coastal villages will be improved, especially in the area between Kerema and Vailala River, once the coastal road comes into operation. This road was surveyed and pegged in the late fifties/early sixties but construction did not get under way. On the Korimiri side, the road work has gone very well with the people demonstrating their enthusiasm for the project; on the Kerema side, the work has gone much more slowly and only because of constant prodding by D.D.A. staff. It is hoped that another year will see the project completed and in use. As previously noted, the beach is used at present; however, salt in the sand ~~causes~~ accelerated depreciation on vehicles, and small streams running across the sand ~~be~~ have to be forded. In any case, the beach can only be used at low tide.

FUTURE:

Completion of the coast road. The replacement of the present small wharf at PETOE with a more modern structure, for which funds have been allocated for some time but for which plans have just eventuated.

VILLAGE CASH CROP EXTENSION

AS a general observation, the inland areas around Kaintiba are "generally of no value, but areas below 3500 feet have very low suitability for tree crops."

However, this is not to say that the people must be condemned to poverty. As has been proved recently, European vegetables grow well in many villages near the Patrol Post and are quite popular in Kerema. This source of income could be expanded considerably.

Native vegetables are also brought down for the High School at Kerema, as the coastal people cannot (and will not) grow sufficient for the needs of the School. This source of income could also be expanded considerably.

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Whatever expansion does take place must be limited by the aircraft space available. Whereas aircharters formerly returned empty from KAINTIBA, now they are partially filled. But once they are filled, no further expansion of income in the Kaintiba area can take place.

This is where the road system through the area and down to the coast is so important and so vital. Nothing can be done, except in a very minor sense, for the inland area until the road system comes into use.

The road system passes through areas which have been graded by the C.S.I.R.O. as having a better potential for tree crops and improved pastures; these include the Kwambega land system and the Nabo land system. These areas also have a better forestry potential than the areas around KAINTIBA.

Looking forward into the future, it would appear that resettlement on the Vailala system, the Hepea land system and pockets of the Hauta land system is the only real possibility for the advancement of these people. Whether they are prepared to move is another question.

The coastal people, on the other hand, have unlimited prospects for cash crop extension. However, before any further extension takes place, the people must make full use of what crops they have presently in cultivation.

As mentioned before, only 20% of coconuts, at an optimistic count, are harvested. A continual "moan" right along the coast - and especially in the Grokolo area - was "we have got no business and cannot get money." People appeared rather amazed when I pointed out the hundreds of dollars rotting on the ground in village coconut groves.

It is true to say that the coastal people have sufficient income for their present needs. They want things that other people in the Territory have, but would like the "Government" to provide them, free and for gratis.

FUTURE:

Further work on the vital road bench from Kerema to Kaintiba, for the inland people.

Once the coastal people use their present potential, extension into other crops could be considered.

NON-INDIGENOUS DEVELOPMENT

Non-indigenous development in the inland areas is exclusively in the hands of the Missions. The Lutheran Mission maintains a very small sawmill at Kaintiba; this mill really only produces timber for the Mission. With better management, the mill could produce timber for the station.

Other non-indigenous development is at BEMA and KWAMBEGA where the Roman Catholic Mission maintains small cattle herds, fish-ponds and vegetable gardens. This Mission is actively encouraging people in cattle-raising and vegetable gardening.

Among the coastal people, the Catholic Mission is also a leading business enterprise. This Mission maintains plantations at ARAIMIRI, HUIVA (recently purchased from Steamships Trading Co,) and MURO. The Mission at KAVAVA also purchases in copra and has a small business in the purchasing of native artifacts and curios for sale in Port Moresby.

The United Church Mission at OROKOLO also has a small plantation near MURO, which is rapidly becoming overgrown.

Steamships Trading Co., has a large coconut plantation at MAIRA, a little distance up-river from IHU; this company also owns VAIVIRI estate immediately adjacent to IHU.

EPO Estate maintains a very large rubber plantation near Kerema, which is being replanted with rubber of a high-yielding Malayan strain.

Mr. V. Counsel, M.H.A., has a sawmill at IHU which has just been re-equipped with a new engine and other machinery. This sawmill provides an outlet for timber cut along the banks of the Vailala River. Mr. Counsel also has a trade store at IHU and is in the process of building a tavern.

Some people in the Kerema Bay area have expressed a wish that more European businesses would start in Kerema so as to provide employment opportunities for them. They even went so far as to state that they would make land available.

FUTURE:

Prospects for non-indigenous development are extremely dim. Areas of land could be made available for plantations, but it is difficult to see anybody investing the large sums of money required.

SOCIAL:

EDUCATION

Schooling in the inland areas is exclusively in the hands of the various Missions, either Roman Catholic or Lutheran. Small schools are established at KAINTIBA, BEMA and KWAMBEGA. Some village "schools" are conducted by low-calibre Seventh Day Adventist teachers in the area near the New Guinea border.

After this patrol was completed, the Lutheran Mission suddenly closed its school at Kaintiba. This disruption was not appreciated by the local people or the station personnel; the Education Department intends to open a replacement school at Kaintiba, mainly to cater for the children of station personnel.

Government

The coastal area is relatively well off for schools, either Mission or Administration. There is a government High School and Primary school at Kerema, An Administration Primary "T" school at Murua and Arehava, Mission schools at OPAU, PETOE, MEI, ARAIMIRI, KAROKARO, KAVAVA, OROKOLO and MURO, and a government vocational school at IHU. The Seventh Day Adventist Mission at BELEPA, which also conducted a school, appears to have been abandoned because of lack of staff.

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Government

The Kerema Bay Council is undertaking the construction of a school at UARIPI; this will be a joint Council/Mission/Administration scheme. The usual difficulties with land have slowed the project down.

Korimiri Local Government Council also wants to commence a joint Council/ Administration school complex in the KOIALAHU area.

HEALTH

Health throughout the area patrolled was uniformly good. There were a few coughs and colds evident in the inland areas, probably as an aftermath of last years influenza epidemic. Aid Posts and Health services are provided at KAINTIBA, BEMA, KWABEGA, MEIWARI and PAINGOBA. Major or urgent cases are carried into KAINTIBA and evacuated to Kerema by air.

The coastal people are catered for by Aid-posts at MURUA and UARIPI, by hospitals at KEREMA, IHU and OROKLO and by Mission Aid-posts at ARAIMIRI and KAROKARO.

Council Aidposts are also planned or under construction in the three Council areas; Administration Aid-posts have been staffed at two points on the Vailala River. These Vailala Aid-posts have been established to curb the disastrous death-rate of 7.86% in the Upper Vailala Census Division.

FUTURE:

More schools, aid-posts and increased health services are needed in the inland areas. However, this provision depends on the availability of staff to the Missions and the Administration - and the provision of an efficient communications system.

A small number of schools and Aid-posts would provide 100% coverage of the coastal people in the fields of education and health. The road along the coast from Kerema to the Vailala would enable the provision of Maternal and Child care and facilitate Health Extension work.

LAW AND ORDER

The inland people are generally unsophisticated and crimes of violence, up to and including murder, are an everyday occurrence. During the course of the patrol, committal proceedings for a grievous bodily harm charge were heard at KAINTIBA, and rumours of an alleged murder in the head-waters of the Vailala were checked. The rumours turned out to be exactly that - rumours with no foundation in fact.

The inland areas are very slowly becoming more settled due to increased patrolling, the establishment of definite census divisions and the appointment - and backing - of Village Constables.

The coastal people are generally very law-abiding, except in the OROKLO area, where continual squabbles keep the Officer-in-Charge at IHU fairly busily engaged in Court work.

FUTURE:

Hopefully, more abiding by the law in the

inland areas. The provision of an indigenous Local Court Magistrate at Ihu would free the O.I.C. from much court work; the magistrate could also solve many of the arguments that erupt and need adjudication, but never feature in any Court returns.

SERVICES PROVIDED BY GOVERNMENT AND GOVERNMENT AGENCIES

Main services provided by the Administration are in the fields of education and health, which have been covered in the previous sections.

A disappointment to the patrol in the coastal area was the lack of interest in Development Bank loans. Considerable explanation was given on the aims and policies of the Bank and a few people claimed that they wanted loans. Their proposals were gone into and they were shown how to formulate their ideas; they were then asked to present themselves, together with any bank-books or business records, at Kerema or Ihu. To date, nobody has bothered. Especially in the Orokolo area, requests were mainly from young men for loans to hire labour to clear coconut plantations. My suggestion that they could save themselves a lot of money in interest charges by ^{working} a bush-knife themselves was generally met with horror - "What, me work with my hands! I've failed Standard 6 and am therefore a white collar man!" seemed to be the general attitude.

MISSIONS

Missions in the inland area are Roman Catholic, at BEMA and KWAMBEGA, Lutheran at KAIN TIBA and Seventh Day Adventist near the New Guinea border.

The Catholics and Lutherans, both with European Priests/Pastors, are not the best of friends, to put it mildly. The O.I.C. at Kaintiba is keeping a close eye on the situation.

Missions among the coastal people are Roman Catholic, United Church, Salvation Army, Seventh Day Adventist and Jehovah's Witnesses. All, except the Jehovah's Witnesses, provide education and medical facilities. The United Church appears to be slowly losing ground to the other religions.

CULT AND UNREST

No cults were noticed. No unrest was noted except in the Orokolo area where the people appear to the writer to have a bad case of "the world owes us a living" sickness. They have had more advantages than any other area in the Sub-District and - for that matter - many areas in the Territory, but continually bewail the fact that the Government does nothing for them. During the patrols time in the Orokolo area, there was a continual deluge of demands for pay for road-work, pay for coconuts cut down in road-work, pay for bridges, pay for a wharf, pay for this, that and something else.

To the writers mind, the main problem of this area appears to be that the old social system has shattered completely and nothing has taken its place. Village elders appear to be ignored, the young, go-ahead elements have departed for the towns and the people left behind have no belief or faith in tradition. The Missions do not fill the spiritual gap and Councillors have no authority or prestige because the Council has done

practically nothing in the past.

FUTURE:

Emphasis will have to be placed on increasing the prestige of Councillors not only in Orokolo but throughout the coastal area. Councillors will have to be trained and retrained in their powers, duties, rights and responsibilities.

COMMUNITY EDUCATION AND YOUTH ACTIVITIES

Nothing in the inland areas, and quite likely more nothing in the years to come because of staff and communications difficulties.

The coastal people face a problem in the very large percentage of people more or less permanently absent from the village. In many cases, this absenteeism can range up to and over 20%; moreover, the absentees are generally the most progressive and go-ahead elements. There is a vicious circle operating right along the coast - "there is nothing in the village therefore the best elements leave therefore there is nothing in the village" and so on.

Most of the younger people are now receiving a reasonable education, but there are no effective Women's Clubs, Youth Clubs, Boy Scout troops etc. ect to give them an interest in the village. Consequently, they soon drift away. The Welfare Assistant stationed at Kerema can do little to stem the tide.

FUTURE:

Nothing but more drift away to the towns, unless the Department of Social Development and Home Affairs does what its name infers. Two Welfare Officers in the District would probably do more to solve the problems of Kerema squatters in towns than half a dozen Welfare Officers engaged on the problem in the towns. Therefore, the need is for rural Welfare officers. As the writer mentioned in a previous report, there appears to be more treatment available for the branches of the problem rather than the roots - which lie in the Kerema villages.

MISCELLANEOUS

During the course of the patrol the writer carried out Prospecting Authority propoganda. As reported in separate correspondence, the people are quite willing to allow Mining companies to prospect on their land as long as compensation is paid for any damage that may take place.

CONCLUSION:

Due to this patrol, the writer now has a much better knowledge of the geography of the Sub-District, and the social, economic and political aspirations of the people therein.

As stated in the Introduction, the Sub-District falls quite naturally into two separate categories:

- (a) the mountainous interior, with extremely poor or completely absent communications, with few prospects for economic development, with few education and health

facilities and with a primitive and unsophisticated population who have been neglected for many years. The people are the most valuable ^{asset} for this area at present as they are viable and willing to work. They are also beginning to realize that they are much behind the rest of the Sub-District and the rest of the Territory.

(b) the flat coast with reasonable to good communications, with tremendous prospects for economic development, with an almost complete coverage of health and education facilities, but with a population largely content to sit and watch the world go by. They can be stirred out of their apathy, but it will take some time before they can start moving.



(J.B. Quinn)
Assistant District Commissioner

APPENDIX "A"

2

Sub-District Office,
KEREMA

KS 51-1-1

4th March, 1970

The District Commissioner,
Gulf District
KEREMA

POLITICAL EDUCATION SURVEY - KAITIBA/
OROKOLO/KORIMIRI/PART KEREMA BAY AREAS

Please find attached two copies of political education surveys in the above mentioned areas. All areas were visited as part of Kerema Patrol No. 18-69/70; this patrol flew into KAITIBA, walked to MENYAMYA, walked back to KAITIBA and then walked down to KEREMA; after a few days at KEREMA the patrol walked along the coast through part of the KEREMA BAY area, the KOROMIRI area and the OROKOLO area. Due to information about the supposed arrival at KEREMA of a Lands Titles Commissioner on the 17/2/70, the OROKOLO survey had to be hurried up and the UPPER VAILALA survey temporarily abandoned. It was later found that the Land Titles Commissioner was not arriving until the 17/3/70; the UPPER VAILALA survey will be carried out before that date.

2. The technique used in all interviews were informal talks usually in the evening. It was continually stressed that I had no intention of lecturing the people, all I wanted to do was to listen to their talk. This provoked some surprise (the fact that a government officer could listen instead of talk seemed to astound some village people). The simple questions were "fed" into the discussions and people were asked to give their opinions.

3. It was noted that women attended only a small percentage of the gatherings and had nothing to say in the discussion. Efforts were made in the coastal areas to draw the young men out, but these efforts generally proved unsuccessful.

4. In the coastal areas, an official interpreter was not used as it was considered that the answers would be coloured by his own views. Little difficulty was experienced in finding a man in each village who had a knowledge of English.

5. The answers to each question are a précis of the knowledge of the particular area. General notes are appended to each series of answers.

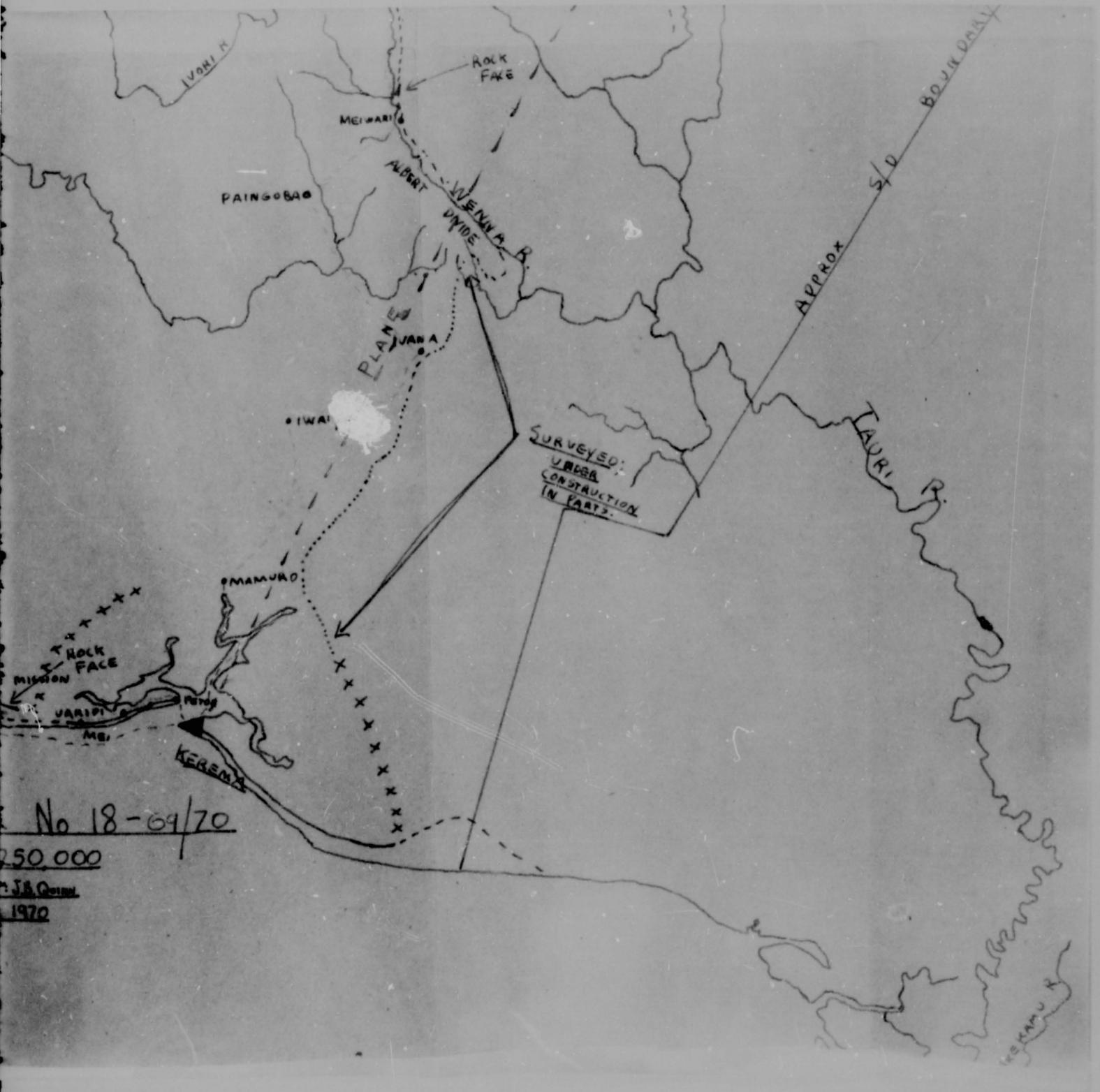
6. Questionnaires filled in by Councillors from Kerema Bay, Orokololo and Korimiri L.G. Councils during December should also be perused.

7. For your information, please.



(J.B. Quinn)

Assistant District Commissioner



No 18-69/70

250,000

J.B. Quinn
1970

8



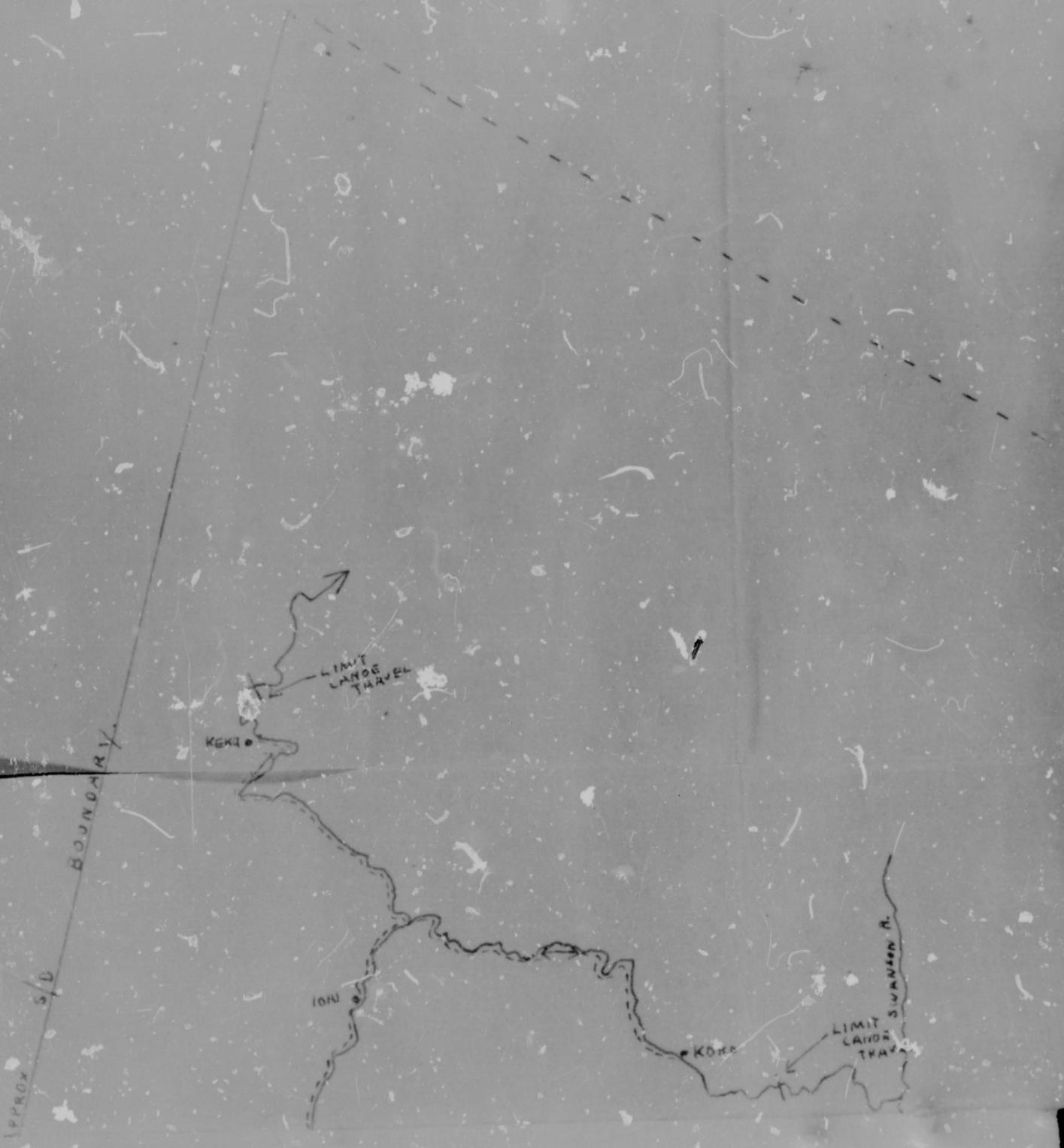
KEREMA PATROL No 18-69/70

SCALE 1:250,000

DRAWN BY: J.B. QUINN
1 JUNE 1970

- PATROL ROUTE - FOOT
- " --- CANOE
 - " --- CAR/MOTORCYCLE
 - " --- PLANE/HELICOPTER
 - ROAD OPEN TO 4-WHEEL VEHICLE
 - - - " UNDER CONSTRUCTION OR SUITABLE MOTOR-CYCLE
 - XXXX " FUNDS REQUESTED OR UNDER CONSIDERATION







TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA 19-69/70

Patrol Conducted by A. J. MCKILB, Assistant Patrol Officer

Area Patrolled KARROPE CENSUS DIVISION

Patrol Accompanied by Europeans NIL

Natives 3 POLICE; 2 MEDICAL ORDERLIES (PART)

Duration—From 10 / 2 / 19 70 to 25 / 3 / 19 70

Number of Days 43 DAYS

Did Medical Assistant Accompany? YES

Last Patrol to Area by—District Services / / 19

Medical / / 19

Map Reference MILING OF KEREMA; FURNIL OF MAIL

Objects of Patrol TO START THE PEOPLE OF THE KARROPE ON MAKING THEIR SECTION OF THE KAITIRA/KEREMA ROAD.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

.....

67-2-64.

HRD/JT.

Division of District Administration,

KONEDOBU, Papua.

25th May, 1970.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL NO. 19-69/70.

Your reference 67-2-73/549 of 29th April, 1970.

I acknowledge, with thanks, receipt of Situation Report by Mr. A.J. Meikle, Assistant Patrol Officer, of the KABEROPE Census Division.

Your comments and those of the Assistant District Commissioner adequately cover the points of interest raised by the report.

This is an informative patrol report adequately documenting local problems, attitudes and progress in the area. It is appreciated that the work of political education by our officers in this area is time consuming and requires much patience. However, friendly effort and informal talks to small groups of village people can do much to broaden village horizons. It is pleasing to note your intensive road work programme in this area. The Assistant District Commissioner and Mr. Meikle are to be commended for their fine efforts, which will undoubtedly benefit the people.

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

Secretary,
Department of the Administrator.

cc: Mr. A.J. Meikle,
Assistant Patrol Officer,
KEREMA, Gulf District.

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Claim for Camping Allowance has been processed and charged to District Headquarter's funds and are returned herewith for payment, please.

Mr. Meikle is to be congratulated on the success of his patrol.

(R.S. BELL),
DISTRICT COMMISSIONER.

cc: Mr. A.J. Meikle, KEREMA.

Minute to:

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

The abovementioned report, in duplicate, together with comments by the Assistant District Commissioner, Kerema, are forwarded herewith for your information and comment please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

67-2-64

(A)

DJH/KAM. 67-2-73/549.

KEREMA, GULF DISTRICT.

29th April, 1970.

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

KEREMA PATROL REPORT No. 19-1969/70.

Thank you for the abovementioned report and your comments thereon.

The report is comprehensive and, together with your covering comments, adequately cover the activities of the patrol.

Road construction over long mileages of sparsely populated country in tropical conditions is a slow and tedious occupation, both for the village people and the supervising officers. The patrol did well to construct two thirds of a mile of road. As time drags on, and the people tire of the project, it will become increasingly harder to keep the people working on this road construction project, hence I fully concur in your stated intention to keep an officer in the area full-time. As well as being good training for new officers, the resulting contact with the people of the KASROPS will be of general advantage to them. Ensure your officers carry out political education talks regarding Local Government Councils and the central government at every opportunity during all future patrols.

It is good to note that European vegetables are becoming established in the area. As I have said in my covering comments on other reports on the Kaintiba area, no large scale agricultural development can be carried out while intensive road work is in progress as the people just do not have the time to do both. However, the introduction of European vegetables can be carried out in conjunction with general subsistence agriculture, and the crop could form the basis of the economy of the area in the future.

I do not ^{now} agree with Mr. Meikle's suggestion of establishing a base camp at PAINGOBA, mainly due to the fact that the population does not warrant such an establishment. The only justification for lengthy patrols into this area is to assist and supervise in road construction work. For this reason the patrols must camp on the route of the road and be able to move as the road-head extends. PAINGOBA appears from the patrol map to be some eight miles from the road route, and is thus unsuitable as a camp site. It is imperative, if the maximum efficiency is to be obtained from the self-help element in this road construction project, that the patrolling officers maintain a close contact with the village people.

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The people seem to be appreciative of the fact that the Administration is trying to do something to improve their lot.

It is hoped that the road will have a stabilizing effect on the population and lead to these semi-nomads settling in proper villages.

Situation - Report - Political

The Political Education officer should have an interesting time making these inland people politically aware.

- Economic

As I have pointed out in my comments on previous Kaintiba patrol reports, the whole inland KEREMA area has an unrecognised agricultural potential. A careful survey patrol by an experienced agricultural officer could lay the foundations for eventual economic development.

- Social

Mr. Meikles first paragraph gives a ray of hope for our attempts to "settle" these nomadic people in stable villages.

It is also pleasing to note that the people are making use of the new Aid-Posts.

Conclusion

It is apparant that this hither-to largely neglected area is at last beginning to stir.

3. My intention, staff circumstances permitting, is to keep a patrol regularly in the KABEROPE area in order to supervise construction of this road. As you are aware, Mr. Lamont is now at IVANA; as of today he has 35 labourers with him with more coming in. He will concentrate on the section running back to UKUAMINA/MERAPO.

4. Mr. Meikle has again submitted a very well written, neat and most informative Report. He is to be congratulated on the Report and his road-work efforts, undertaken - as the Diary demonstrates - in unpleasant conditions.

5. For your comments and onforwarding, please.

(J.B. QUINN).
Assistant District Commissioner

c.c. Mr. A. Meikle,
KEREMA.

K567-2-2

Sub-District Office,
KEREMA

21st April, 1970.

The District Commissioner,
Gulf District,
KEREMA.

Comments-Kerema Patrol 19-69/70

Please find attached three copies of the above Report, together with a Contingency for a fair slice of your available Camping Allowance Funds.

2. Comments I wish to make are :-

Diary 10-11/2/70

Due to our increased patrolling activity, carriers near KAIN TIBA are becoming a trifle difficult to recruit. I experienced some difficulty in getting away from KAIN TIBA on my patrol. I will ask the O.I.C. if he, in consultation with nearby villages, can arrange some form of a "roaster" system for carriers.

Diary 16/2/70

There are magnificent views from many ridges in the KABEROPE - unfortunately often obscured by wind and rain.

Diary 27/2/70

Mr. Meikle could rightly feel exasperated with the problems of supply.

Diary 23/3/70

The system of payments has now been changed in an attempt to provide a better return for the workers; future "lines" are being kept to 40-50 men which will also improve the pay of each individual.

Introduction

Mr. Meikle paints a very good picture of the area and the road-work.

Work Teams are leaving boulders and rock-faces for blasting at a later date.

The patrol at present in the area has been instructed to keep its work line at about 50 men. This smaller line will be easier to handle, will cut food supply problems and will obviate too much disruption to the ordinary life of the people.

Two thirds of a mile of constructed road does not sound much, but it is a reasonable effort considering the difficulties involved.



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams

Telephone

Our Reference... KS 67-2-2

If calling ask for

Mr.

In Reply
Please Quote

No. KS.67-2-2

Department of the Administrator,
KEREMA, GULF DISTRICT.

4th February, 1970.

Mr. A. Meikle, A.F.O.,
Sub-District Office,
KEREMA.

Dear Mr. Meikle,

INSTRUCTIONS - KEREMA PATROL No. 19-1969/70.

Our discussions refer.

2. please make arrangements to depart on Tuesday, 10th February, 1970, on a patrol to the KABEROPE Census Division of this Sub-district. You may expect to spend at least two months in the area, though you are at liberty to return to Kerema occasionally.
3. Due to carrier difficulties, I suggest you fly to Kaintiba and walk into the area from that station. This will also enable you to discuss road works with the Officer-in-Charge, Kaintiba, and examine road progress on the KWAMBEGA-MERAPO section of the road. Mr. Didlick, Patrol Officer, should also be in the Merapo area and you should liaise with him.
4. Your initial base of operations should be WARDE/IVANE; these villages are about an hour's walk from the road-trace. Move your camp if you consider it necessary and desirable.
5. Your main duty will be to start the people of the KABEROPE area on their section of the KAINTEIBA-KEREMA road, and to supervise their work. The road-trace has been marked and you should have no difficulty in picking up the markers.
6. During my recent patrol through the area, I held a meeting of all KABEROPE village officials at PAINGOBA and thoroughly discussed the road work with them, and also informed them that you would shortly be arriving. They stated that they were keen to commence the work.
7. A Village Constable called NANIMEWA of TIPANGA hamlet promised that his people would "turn the first sod" and you should use him initially. The Village Constable from IVANA should also prove useful.
8. I suggest that you walk along each section of the trace, replace broken or missing markers and daub red paint on the top of the markers. This should obviate any wandering off the trace by the people. At the same time, clear any regrowth from the traces. Then, depending on the type of country, number of men available, etc., set a "contract price" for cutting each section. The "contract price" should never exceed \$100 per mile.

25

The cutting should consist of the removal of all timber, roots, etc., from the route, and the digging out of a road about twelve feet wide. Large boulders and rock-faces can be left to a later date. Using felled timber, simple walking bridges should be laid over small streams and rivulets. Large rivers should be forded; make a note of rivers so that we can estimate proper bridging and culverting later on.

9. The people were told to build gardens along the road route by Messrs. Mundell and Overland some 4-5 months ago. Unfortunately, they neglected to do this; I informed all village officials at the PAINGOBA meeting that the women would thus have to carry in food for the road-workers. The road-workers should be responsible for their own food, but, if any difficulties arise, send out word that you will purchase food; do not pay more than one cent a pound for the ordinary native food-stuffs.

10. On your arrival at KAINTEIBA, get a policeman from that detachment to go with you to IVANA/WAMBE. At IVANA, you can also pick up a man called TIMOPE who speaks Pidgin and can serve as your interpreter. Recruit a line from the IVANA area to go down to MAMURO and walk in your other supplies, tools, money and patrol personnel.

11. Request two good policemen from Sub-Inspector Sterns. Arrange with Mr. Lamont to send these policemen, your supplies and tools to MAMURO on the 17th February, 1970, to await the arrival of your carrier-line.

12. There are a large number of road-building tools in our store. At PAINGOBA, there are about 18 axes, 20 spades, 20 bush-knives, 2-3 hand saws, files, a lamp, a patrol-table and chair, and a fairly large amount of rice and meat which was air-dropped there a few months ago. Arrange for these things to be brought to you.

13. Unfortunately, you cannot use police on road-work; I have advertized for some men with road-building experience to act as "overseers". If these men eventuate, Mr. Lamont can arrange to send at least one into you.

14. If possible you should try and visit all the KABEROPE villages, discuss the road work with the people, point out the advantages of living in villages, and ascertain their thoughts about the Administration and the manner in which it can assist their development.

15. If you feel your police are capable and trust-worthy, they should also be sent on "show the flag" visits, with a view to explaining basic facts of law and order to these people.

16. You have no Court powers, though you can arbitrate in minor disputes brought before you. Your police can bring to Kerema anybody who will need to appear before a Court.

17. On my return from my present patrol at the end of this month, I will try and walk in to you in order to check on the road-work.

18. I wish you a pleasant and productive patrol.

Yours faithfully,

(J.E. QUINN),

ASSISTANT DISTRICT COMMISSIONER.

cc: District Commissioner,
KEREMA.

TERRITORY OF PAPUA AND NEW GUINEA.
KEREMA PATROL NO. 19 of 1969/70.

23

REPORT No.: Kerema No. 19-1969/70.

SUB-DISTRICT: Kerema.

DISTRICT: Gulf.

COUNCIL/NON-COUNCIL AREA: Non-Council area.

PATROL CONDUCTED BY: A.J.Meikle.

DESIGNATION: Assistant Patrol Officer.

AREA PATROLLED: Lower Kaberope Census Division.

PERSONNEL ACCOMPANYING PATROL: Const. 1st. Class IWAS No. 1165
Const. 1st. Class HEROVE No.0457
Const. KARARA No. 0787
Medical Orderly KIRIPOPE(Part)
Medical Orderly AMENIEKA (part)

DURATION OF PATROL: 10.2.70 to 25.3.70 43 days.

DATE AND DURATION OF LAST PATROL: 31/10/69 to 13/11/69.

OBJECTS OF PATROL: Start the peoples of the Lower Kaberope
on the construction of their section of the
KANTIBA/KEREMA road.

TOTAL POPULATION: 1607

MAP REFERENCE: Milinch of Kerema. Fourmil of Wau.

VILLAGE POPULATION REGISTER: Not enclosed.

=====

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 19-1969/70.

PATROL DIARY.

- (22)
- Tue. 10.2.70 To office, thence to airstrip whence departed for Kaintiba by Islander at 1115. Arrived Kaintiba 1135 hrs. after a bumpy flight in strong, gusty winds. The carriers which had been organized by Mr. Coles for me had drifted back to their village. Arrangements made for a line to be ready for a start tomorrow. Overnight Kaintiba.
- Wed. 11.2.70 Slight difficulty in gathering the carriers again, however all was ready after lunch so the line set off at 1500 hrs. under First Constable IWAS to walk over the range to NAMBAlWA where they would camp overnight. I decided to remain at KAlNTIBA today and to walk straight through to KANABEA tomorrow. Meantime read through some KAlNTIBA patrol reports. Overnight KAlNTIBA.
- Thur. 12.2.70 Early breakfast then set out alone at 0720 to catch up the carriers en route to KANABEA. A stiff climb up the first and second hills. Arrived NAMBAlWA at 0940 hrs. - carriers had already left. Reached the TAURI RIVER at 1030 - River fairly high, fast and muddy. Followed left bank downstream till I reached the cane suspension bridge at 1045. Safely across and met up with the carriers on the other bank. Up steep hill and on arriving at the top we were caught by torrential rain and very strong winds. Arrived IGWAlYA village at 1320 hrs. in driving rain. Had to arrange for four more carriers as a relief as some of the original line were feeling the strain. Left IGWAlYA at 1410 hrs. Many trees blown down across the walking track - in fact some came down as we were passing. Reached a swollen creek at 1510 hrs. - water very high and rushing past the boulders. A makeshift "bridge" was put across and all across safely by 1540 hrs. Further flooded creeks crossed in similar fashion. Arrived IWAMBO at 1645 hrs - still in heavy rain. Carriers camped at IWAMBO while I went on to KANABEA Roman Catholic Mission after buying food for the carriers and seeing them settled.

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Thur. 12.2.70
(Cont'd.)

Arrived KANABEA Mission at 1800 hrs. - tired, cold and soaked to the skin. Talked with Father Blake, Father Adams and Lay Missionary A. KOLOTELO. Overnight KANABEA.

Fri. 13.2.70

Strong winds and heavy rain had continued all through the night and continued all today. Was unable to get a replacement line of carriers - the original line to return to KAINTIBA, so was forced to remain at KANABEA. Had long talk with Father Blake about the area and the people. Paid off the carriers from KAINTIBA who set off for home in the driving wind and rain. Overnight KANABEA.

Sat. 14.2.70

The wild weather had abated, the Village Constable from IGWAIYA, who was accompanying me, had organized fresh carriers, so we left KANABEA at 0845 in a slight drizzle of rain. We were now walking along a graded and dug road which made the going easy. The road showed signs of ravaging by the weather - falls of earth, trees blown down across it, and a "river" of water cascading down the middle. Passed KORIDANGA village at 1010 arriving at the WENNA river at 1035. River very high - has been even higher judging by the flattened grass and debris along the banks. Passed KONTABAIWA at 1050. Arrived MEWARI at 1230 hrs. As the WENNA river is very high and fast at the moment and there is no bridge, decided to spend the night at MEIWARI and see what the river is like tomorrw. Had talks with the villagers about building road and the Administration, but this was brought to a halt by heavy rain. Overnight MEIWARI.

Sun. 15.2.70

Left MEIWARI at 0830 hrs. taking the Medical Orderly with me with a supply of medicines, etc. Road still good though showing signs of heavy weather. Passed TITIKAMIN village at 0900 hrs. Passed PAINA rest-house at 0930 and came to left bank of WENNA river at 0932. River too high and fast to cross at the usual crossing place so detoured downstream for 15 mins. Made a "bridge" by bending trees from either bank and lashing branches to them. All safely across by 1010. Reached PAINA village at 1015 hrs. Splendid view down the WENNA valley from the top of the

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Sun. 15.2.70
(Cont'd.)

ridge behind PAINA. Reached HAUAGABIA at 1130 and IVANTU at 1335 where noted gardens where English potatoes, shallots, sweet-corn, beans were growing. On to UKUAMINA where arrived at 1445. Carriers trailed in between 1530 and 1600 hrs. Rigged up aerial for A.510 radio to talk to KEREMA tomorrow. Tried to gather the villagers together for talks but to no avail. Overnight UKUAMINA.

Mon. 16.2.70

Talked with KEREMA on A.510 radio. Transmission poor through reception good. Talked with some of the men of the village about making the road. Not a very enthusiastic response! Left UKUAMINA at 0930 - five minutes walk along the formed road then off up the hill on a shocking bush track. Steep climbs and descents. Passe through ANTAWE hamlet at 1045. Reached Father Michellod's air-drop and camp site at 1315. A magnificent view of the coast from KUKIPI to IHU, KEREMA standing out clearly straight ahead. Continued on to the IWAIWA creek which we followed downstream for half an hour. Further climbs up and down till at 1545 hrs. reached the top of the ridge above IVANA village. Descended to IVANA village which we reached at 1635 hrs; found it to be deserted - long grass everywhere, houses falling down or burned down. Quite dismal. The coast at KUKIPI is visible from here, as is Epo Plantation and CUPOLA Hill; Kerema just hidden behind a ridge. The first of the carriers came in at 1720 hrs. and the tail-end dragged in at 1820, dead beat! Organised some sort of sleeping quarters for the night in the only three useable houses left. Settled down to a good night's sleep. Overnight IVANA.

Tues. 17.2.70

The Village Constable from IGWAIYA set out with some men at first light to bring down the patrol stores that were left in the PAINGOBA rest-house by a previous patrol. Set up radio aerial and at 0930 talked to KEREMA - transmission much better from here. Was advised that two policemen and my stores would be sent up to MANIRO on Thursday. Spent the rest of the morning investigating the area. Found that the peg-line for the road crossed over the ridge just below the site of the village. Walked along the peg-line for some

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Tues. 17.2.70
(Cont'd.)

way. 1400 hrs. talked to KAINTEIBA by radio to advise them that Cpl. IWAS would be going to KEREMA and returning to KAINTEIBA by air as he was not fit enough to walk back to KAINTEIBA. V.C. from IVANA came in during the afternoon so despatched him to round up all the men in the neighbourhood to come and work on the road. Heavy rain started at 1515 hrs. and lasted all evening - spent a wet night in the leaking house. Overnight IVANA.

Wed. 18.2.70

Cpl. IWAS set off for MAMURO with four men at 0630 hrs. Set up the tent fly and organized the camp during the morning. Took compass bearings of CUPOLA Hill - 190°, EPO Plantation - 185°, River mouth at KUKIPI - 145°, hill behind KUKIPI - 143°. 1200 hrs. five men and some women came in from WEIGA hamlet bringing taro and sweet potato, which were bought for food for the men. Shortly afterwards the V.C. and three men from M'BAUYA arrived. Sent the V.C. from IVANA with four men down to MAMURO to meet the policemen and stores from KEREMA and to bring back what they can carry, leaving one policeman with the remaining stores till there are sufficient men here to make up a carrier line. 1600 hrs. the V.C. from WAMDE came in with three men - seemingly the only men at present in the village. Overnight IVANA.

Thurs. 19.2.70

This morning went along peg-line on the other side of the ridge. Good streams for water and washing are close by. At 1100 hrs. one man from MERAPO who had been out hunting in the bush for a week or so came into camp - to investigate the white tent fly! Sent him back to MERAPO to recruit the men for road work. At 1300 hrs. 24 men from M'BAUYA arrived bringing with them spades, shovels axes, bush-knives and a pick for work on the road. Got them started on building houses for themselves. 1530 - very heavy rain. 1620 hrs. the V.C. from IGWAIYA who had gone to PAINGOBA for the patrol stores arrived back in camp, wringing wet, bringing a line of carriers with some of the stores. Heavy rain all evening. Overnight IVANA.

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Fri. 20.2.70

0800 hrs. gave a talk about what was required in the road work and the benefits they would derive once the road was completed. The assembled company now totals 76 men. The Medical Orderly then attended to those who needed treatment. Had the men set to building houses for themselves, and moved my tent-fly from half way up the ridge to just beside the peg-line. Attempted to contact KEREMA after setting up the aerial and radio - no success at first but finally made contact at 1430 hrs. Learned to my dismay that, since there was no carrier line waiting at MAMURO, the stores and equipment had been taken back to KEREMA and that they had been taken up to PAINGOBA by helicopter! Was advised to make a helipad here in case the helicopter should come here - no chance today as it was raining heavily and thick cloud swirled around the ridges. Rain, which had started before daylight and continued all morning, eased off at 1230 hrs. so got the men to clear a suitable site for a helicopter landing pad. Rain started again during the afternoon so spades, knives and axes were sharpened ready for action. 1800 hrs. two men arrived in from PAINGOBA with a bag of rice. Overnight IVANA.

Sun. 22.2.70

The foodstuffs and kerosene I brought with me is now finished, so until the supplies from KEREMA arrive will be eating taro, sweet-potato and rice cooked on open fires. Erected a tall flag-pole and had the camp-site tidied up. Sent five men off to PAINGOBA to bring back the remainder of the rice and meat that was left there. Rain on and off all day. 1800 hrs. minor scare in the camp about someone planting a sorcery mark, but turned out to be nothing. To bed early - no kerosene. Overnight IVANA.

Mon. 23.2.70

0800. The men started work on the road, cutting and clearing the peg-line. Contacted KEREMA by radio at 0810. Spoke with A.D.C. till 0820 regarding my patrol supplies and tools. Sent the PAINGOBA V.C. and 16 men to PAINGOBA to bring down the patrol supplies and tools which, I was told, were delivered there. At 1200 hrs. the V.C. from IVANA and the five men who had gone down to MAMURO returned to camp bringing picks, mattocks, axes and spades - and the news that

Mon. 23.2.70
(Cont'd.)

there were more tools and a policeman still down at MAMURO which really confuses the picture! 1400 hrs. the V.C. from MERAPO came in with 13 men from UKUAMINA - had them start on building houses for themselves. 1500 hrs. heavy rain stopped work on the road but this cleared up by 1530 so work resumed. Had long talk with the UKUAMINA people who voiced their displeasure at having to work off their own land. They seemed sceptical at the worth of the road as, they stated, KEREMA and KAINTIBA are too far to carry produce to reach market fresh. They suggested they want to build a market at UKUAMINA to serve this area. Road work stopped at 16.45 hrs. - fairly good progress for the first day. Rain during evening. Overnight IVANA.

Tues. 24.2.70

Road work commenced 0800 hrs. 0950 hrs. 20 men and the V.C. from AWAKANKA village came in to work on the road. 1130 hrs. spoke with A.D.C., KEREMA, on the radio - now learn that my supplies and tools did not go to PAINGOBA but are on their way up to me via MAMURO by carrier line. 1420 hrs. heavy rain stopped road work for the day. 1615 hrs. V.C. and four men from TOVIA came in bringing a bag of salt from PAINGOBA and a small parcel of foodstuffs for me that had been delivered there by the helicopter. The "fresh" foods were, by this time, quite "high". Rain continued all evening. Overnight IVANA.

Wed. 25.2.70

0800 held a talk with the assembled men and appointed two men as road bosses. Road work progressing quite well although there were falls of earth onto the completed section. Road work stopped for the day at 1615 hrs. 1815 hrs. the V.C. from PAINGOBA came in bringing a few items from the patrol stores that were left at PAINGOBA, leaving the rest in the care of the Medical Orderly there despite the fact that I had instructed he bring all the remaining stores down here. Overnight IVANA.

Thurs. 26.2.70

0800 listed the names of the men on road work under their respective villages, total now stands at 147 men. Sent a team of men ahead of each section to clear the vegetation along the peg-line. 1130 hrs spoke with KEREMA on the radio. 1145 hrs. heavy rain stopped road work which was resumed at 1400 hrs. after the rain stopped.

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Thurs. 26.2.70

1400 hrs. five men from IVANTU and six from AWAKAMKA arrived. Road work finished at 1615 hrs. Torrential rain and strong winds during the evening and throughout the night. Overnight IVANU.

Fri. 27.2.70

Road work commenced 0800; several falls of earth and large cracks in the road surface due to last night's heavy rain. The south section has now come up against several very large boulders which will have to be left and blown up with dynamite later. 0830 sent two men out to try and locate the missing supplies and carrier line from KEREMA. Raised KEREMA on the radio at 1350 hrs. and learned that the carrier line had returned to KEREMA, leaving the cargo and policeman at IAWANGENI! Immediately despatched 20 men under the V.C. from IGWAIYA to bring the cargo in as soon as possible. Road work stopped for the day at 1630 hrs. Overnight IVANA.

Sat. 28.2.70

Spoke with A.D.C. in KEREMA by radio at 0845 hrs. telling him of the position. 1100 hrs. the first of the carriers returned from IAWANGENI bringing one policeman and patrol box, followed at 1120 by another lot bringing the Crammond CTR25 radio and 12 volt battery. Set up the Crammond radio but despite several attempts was unable to get it to function. Will have to have it taken back to KEREMA and checked over. Remainder of Saturday observed. Overnight IVANA.

Sun. 1.3.70

Sunday observed. Again tried to get some life out of the Crammond radio but without success. 0930 three carriers brought in some more of the supplies from IAWANGENI. 1700 hrs. the remainder of the carrier line came in bringing picks, mattocks, axes, crowbars but no spades. The second policeman from KEREMA arrived, too, with this lot. 1800 hrs. two carriers arrived from PAINGOBA bringing in the last of the supplies from there. Overnight IVANA.

Mon 2.3.70

0810 hrs. spoke with A.D.C. at KEREMA on A510 radio advising him of the position to date. 0820 marked and counted all the tools brought in for road work. Road work from 0845 till 1630 though short shower interrupted work at 1145. Much lamenting and calling throughout the camp tonight over the death of the Councillor at IKOAKI. Talk of spirits being abroad. Overnight IVANA.

Tues. 3.3.70

0810 spoke briefly with KEREMA by radio. Large section of shale-like rock has slowed up work on south side - very hard to work on. The other side is progressing well. Roadwork finished at 1630 hrs. Overnight IVANA.

Wed. 4.3.70

Road work commenced 0800 hrs. More shale-like rock and large boulders encountered on south side. A fairly large earth fall occurred onto the already completed section. Road work stopped at 1630 hrs. Held informal discussions with some of the V.C.'s during the evening. Overnight IVANA.

Thurs. 5.3.70

Road work commenced at 0800 hrs. Contacted KEREMA by radio at 0830 hrs. - transmission very poor. Was advised of airdrop to take place tomorrow. Arranged to call back at 1100 hrs. for further details. Recalled the men from road work to clear away trees, grass and shrubs from the drop-site. Took compass bearings of Cupola Hill and KEREMA (estimated as it is not visible from this ridge). Readjusted radio serial for the A.510 radio. Contacted KEREMA at 1100 hrs. - transmission now "loud and clear". Arranged for rice and salt to be dropped as well as spades. Clearing of the drop-site completed by 1130 so resumed work on the road. 1400 hrs. Aerial Tours "Islander" aircraft flew low over camp-site en route from KAIN TIBA to KEREMA. 1445 hrs. confirmed preparations for airdrop tomorrow by radio with KEREMA. 1615 hrs. stopped work on road to build fires for smoke for airdrop. More informal talks with V.C.'s. during evening. Overnight IVANA.

Fri. 6.3.70

0700 hrs. drizzle and gusty winds, but this cleared by 0820 when I spoke to KEREMA. Islander aircraft circled camp site at 0920 on its way from KAIN TIBA to KEREMA. 1100 hrs. was advised by KEREMA that the plane would be on its way within minutes so stood by to light the fires for smoke. Plane arrived at 1130, circled once then commenced airdrop. All the rice bags burst on impact, and at least two disappeared over the edge of the ridge into the dense bush and river below and were lost. The salt and most of the tools were recovered safely. Drop completed 1145 hrs. 1445 hrs. advised KEREMA the result of the drop and also that I intend going on a week's patrol round the villages in the PAINGOBA

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Fri. 6.3.70
(Cont'd.)

area, starting Monday next. 1615 hrs. the men on the south side stopped work wanting to know when they would be paid. Immediately called in the two boss-boys and again explained in full detail the position regarding payment. North side continued to work till 1645 hrs. In the evening held long talk with the V.C.s and Councillors regarding the making of the road and the benefits that the area would derive when it was completed. Overnight IVANA. Saturday observed.

Sat. 7.3.70

Sunday observed.

Sun. 8.3.70

Mon. 9.3.70

Talked with KEREMA at 0830 hrs. advising of my departure today for PAINGOBA and checking if there were any instructions. Packed up and left IVANA at 1030 hrs. taking one police constable with me. A steep climb on a shocking track to the top of the ridge then along the ridge, where we had good views of KEREMA and the Bay. Then fairly steep descent into M'BAUYA, arriving 1330 hrs. Village just about deserted as most of the men are working on the road. Talked briefly with those that were present. Left M'BAUYA at 1400 hrs. Rain at 1500 hrs. Going now pretty easy - track good and cleared. Arrived TIMBAINGAUWA 1600 hrs. Still raining. Bought and issued food for carriers. Again most of the men absent on road work. Talk with those that were present. Early bed to get out of wet clothes. Overnight TIMBAINGAUWA.

Tues. 10.3.70

Up at 0600 for early start. Had to replace two carriers as the V.C. from AWAKAMKA, who came with us, returned with two men to IVANA, complaining of being ill. Medical Orderly at IVANA will attend to him. Left TIMBAINGAUWA at 0805 hrs. in drizzling rain. Easy walk to YAWAIMUNGO where we arrived at 0915. Changed two carriers; short talk with the villagers present then left YAWAIMUNGO at 0955. A long, hard climb up to the top of the ridge, rewarded by a splendid view to the west and down to the sea. This morning's drizzle cleared away to a fine sunny day and good views of both PAINGOBA and WOTAPAIYU were had coming down the western side of the ridge. Arrived WOTAPAIYU 1150 hrs. Short stay and brief talk, then left for PAINGOBA at 1215.

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Tues. 10.3.70
(Cont'd.)

The mouth of Kerema Bay and Ipsi Point are visible from WOTAPAIYU. Descended to ENGE creek then short climb to PAINGOBA arriving 1250 hrs. Settled into spacious new rest-house, then inspected the village. Heard case brought for arbitration and held talks with the V.C. and villagers. Overnight PAINGOBA.

Wed. 11.3.70

Late start this morning as only short way to go to UDOWA; left PAINGOBA at 0920 hrs. Short climb up hill behind PAINGOBA then long descent to UDOWA where we arrived at 1055 hrs. Settled into rest-house. The V.C. from KIKIAPA was sighted disappearing into the bush - he's been living in the bush since most of the village died during the 'flu epidemic. The remainder of the KIKIAPA villagers have settled in either PAINGOBA or UDOWA. Held talks with the V.C. and villagers of UDOWA during the afternoon. Heard case for arbitration. Overnight UDOWA.

Thurs. 12.3.70

Rain first thing this morning but cleared by 0800. Held further discussion with V.C. and villagers between 0800 and 0900. Carriers left with cargo at 0900 hrs. for YAWAIMUNGO via PAINGOBA while self and V.C.'s from UDOWA and TOVIA left at 0920 to go to TOVIA and then on to PAINGOBA and YAWAIMUNGO. Continuous steep climb on a poor track all the way from UDOWA to TOVIA. 1030 hrs. came out at a clearing and had a good view to the west. IMANGABA rest-house sighted. 1110 hrs. arrived TOVIA village, which is situated high up on a ridge, with extensive views down to the coast towards IHU. Inspected the rest-house, barracks and village; all in fairly good order. Held a talk with the assembled villagers and left for PAINGOBA at 1220 hrs. Track still not good but going not so hard as before. Arrived PAINGOBA at 1310 hrs. Talked briefly with PAINGOBA V.C. then set out at 1400 hrs. to catch up with the carrier line. Passed through WOTAPAIYU at 1440 hrs. A stiff climb up the ridge followed, then a steep descent to YAWAIMUNGO. Good views of YAWAIMUNGO and M'BAUYA had on the way down (TIMBAINGAUWA not visible). Arrived YAWAIMUNGO 1605 hrs. - 5 mins. behind the carrier line. Overnight YAWAIMUNGO.

Fri. 13.3.70

Left YAWAIMUNGO at 0850 hrs. An easy walk to TIMBAINGAUWA which we passed through at 0945. Then on to M'BAUYA where we arrived at 1150. Rested and waited for carriers to catch up. Then left M'BAUYA at 12 15 for IVANA. About 5 mins. walk out of M'BAUYA

12

Fri. 13.3.70

met Father Blake of the Roman Catholic Mission at KANABEA who was walking to M'BAUYA and then PAINGOBA. Heavy rain started at 13.15 hrs. making the difficult track along the ridge even more difficult. Arrived IVANA camp site 1505 hrs. Carrier line arrived 1700 hrs. Torrential rain overnight. Overnight IVANA.

Sat. 14.3.70

Held talks this morning with all the V.C.'s regarding the carrying in of food for the road workers. Inspected both sections of road work done so far - quite good progress made last week. 1800 hrs. V.C. from MAIWAGADA arrived - reported to me at 2000 hrs. with a story of the murder of the wife of the late Councillor of IKOAKI. Overnight IVANA.

Sun. 15.3.70

Sent V.C. from AWAKAMKA and two men to IKOAKI to ascertain the truth of the story of the women's murder. 1730 hrs. was informed that one man had been injured when a falling tree had pinned him across the chest - this had occurred at 1300 hrs. Went to examine the man. Torrential rain and thunder during the evening. Overnight IVANA.

Mon. 16.3.70

0810 hrs. Talked to A.D.C. KEREMA by radio regarding injured man, the alledged murder and also arranged for a boat to meet Father Blake at Mamuro on Wednesday. Also talked with Dr. Walker about the injured man. Was asked to ascertain his pulse beat, etc. Arranged to call back with this information. Talked with Dr. Walker again at 0915 when I had obtained this information. 1000 hrs. bought food for the roadworkers from some IVANA women. Checked on road progress; several falls of earth including a large landslide of about 25 yards across onto the already completed work on the south section. 1300 hrs. assembled all the men and checked their names and villages with my previous list - present count 143 men. Roadwork resumed 1345 hrs. till 1530 hrs. when heavy rain forced a halt for the day. Overnight IVANA.

Tues. 17.3.70

Roadwork resumed 0800 hrs. Earth falls still requiring men to clear them away. 0945 spoke briefly with A.D.C. in KEREMA. Heavy rain again stopped work at 1430 hrs. Overnight IVANA.

Wed. 18.3.70

Road work resumed 0800. Contacted KEREMA regarding further supplies being sent up. Walked out along the peg-line for about a mile - very difficult country. On returning to the place where digging was, found the men had decided that the pegged route was too hard so had started to cut their own road line, putting in

Wed. 18.3.70
(Cont'd.)

their pegs as they dug out the road! Very smartly made them go back to the original peg-line and dig it all out again, following the surveyed pegs. As a result about half a day's work wasted. Heavy rain stopped work at 1515 hrs. Overnight IVANA.

Thurs. 19.3.70

0800 road work commenced; progress satisfactory on both sides. Have reached and bridged a small stream on north side. At 1545 hrs. the V.C. from AWAKAMKA returned from IKOAKI to report that the story of the murder of the late Councillor's wife was quite untrue. Road work ceased at 1645 hrs. At 1925 hrs. carriers arrived from IAWANGENI with kerosene and supplies for me and further 4 crowbars and 2 axes. Overnight IVANA.

Fri. 20.3.70

Road work commenced 0800 hrs. Walked out along peg-line on both sides for some distance. Very heavy rain stopped work at 1400 hrs.; work resumed 1415 hrs. but further heavy rain from 1445 hrs. on stopped work for the day. A severe rain storm with strong winds lashed the camp for half an hour from 1515 hrs. on, but this cleared away to fine weather and sunshine after 1600 hrs. Walked along both sections of road to inspect for weather damage. North side fared quite well but there were several falls of earth and rock on the south side as well as a small waterfall cascading across the road at one point. Further heavy rain with thunder and lightning during the night. Overnight IVANA.

Sat. 21.3.70

Saturday observed. Wrote up F.O.J. and other paper work. 1845-2130 hrs. held a long discussion with all the village constables and Councillors about having food brought in for the road workers. Overnight IVANA.

Sun. 22.3.70

Sunday observed. 1900 hrs. - 2100 hrs. further talks with V.C.'s about the road work, food situation, etc. Overnight IVANA.

Mon. 23.3.70

0710 went to see the injured man to ascertain if he would be fit enough to travel to KEREMA. 0810 spoke with Mr. Lamont on the radio advising that I would be leaving camp early tomorrow morning and to arrange for a boat to meet us at MAMURO at midday on Wednesday. Took stock count of all the road-working tools at lunch time. 1300 hrs. short heavy shower delayed resumption of work till 1330 hrs. Road work finished at 1645 hrs. Paid the men for the work so far completed. Many grumbles as to the amount of money they got. Packed patrol gear ready for early departure tomorrow. Overnight IVANA.

24.3.70

Up at 0530 hrs. Had gear and carriers all ready for departure at 0600 hrs. but heavy rain started so decided to delay departure till rain eased off.

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Tues. 24.3.70
(Cont'd.)

Still raining heavily and steadily without sign of let up at 0830 so decided we could not afford to spend any more time waiting for the rain to stop. Set out in the rain at 0830 hrs. A dismal departure! Track very muddy and although not difficult was not cleared. Rain stopped 1030 hrs. Crossed peg-line at 1057 - descended to stream which we crossed at 1104 and after a further five minutes recrossed the peg-line again. KEREMA sighted at 1205 hrs. from the top of the ridge. 1210 hrs. passed remains of camp site - probably that of Mr. Overland when he was pegging the road. Recrossed the peg-line a further three times shortly afterwards. Reached second stream at 1245 after steep descent. IAWANGENI sighted at 1415 hrs. Crossed large stream at 1500 hrs. Carriers arrived between 1645 and 1900 hrs. Overnight IAWANGENI.

Wed. 25.3.70

Left IAWANGENI 0800 hrs. Easy walk to MAMURO, crossing MAMURO river at 0835. Arrived MAMURO at 0910 hrs. Carriers came in about an hour later. Dingy arrived from KEREMA at 1050. Paid off carriers and left with first boat load at 1120. Arrived KEREMA 1240 hrs. Dinghy returned to MAMURO for remainder of cargo and policemen. Returned to KEREMA 1600 hrs. Patrol stood down.

END OF PATROL.

9

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 19-1969/70.

PATROL REPORT.

INTRODUCTION:

The KABEROPE CENSUS DIVISION or LOWER KABEROPE is a rugged and thickly forested area lying directly to the north of Kerema Bay. It is bounded roughly by a line drawn E-W. between the villages of SOGA and MAMURO to the south, the WENNA and MURUA RIVERS to the east, the ALBERT DIVIDE to the N.E., the IVORI RIVER to the north and the LOHIKI RIVER complex forms the western border.

This patrol was mounted primarily for the purpose of getting the people of the KABEROPE Census Division started on their section of the KAIN TIBA/KEREMA Road. This road, which will be a vital factor in the opening up and development of the extremely large area of neglected country lying to the north of KEREMA, has, to date, been surveyed and pegged over the full route from KAIN TIBA to MURUA, and been dug to the extent of a good wide walking track or motorcycle track from KAIN TIBA to BEMA and again from KANABEA to UKUAMINA, which village lies on the north-eastern corner of the KABEROPE Census Division.

The peg-line for the road continues southwards and passes close beside the site of the now deserted village of IVANA. The patrol set up camp at this spot to enable the road to proceed in both directions at once, i.e., one team of men worked northwards towards UKUAMINA while the other worked south towards KEREMA.

The terrain is extremely rugged with innumerable steep densely-timbered ridges and a considerable number of shallow, fast-flowing, boulder-strewn streams. This does not make for easy road construction in that the gradients have to be carefully considered and much ground may have to be covered in order to cross a steep ridge or a narrow but deep valley. The weather, too, adds to the difficulties in road making, since the torrential rains regularly experienced in these parts cause erosion, earth-falls and often transform the road surface into an instant stream.

Climatically the area is quite pleasant, having warm, usually sunny, days and cool nights. Rain is experienced almost daily, usually in the later afternoon, evening and night.

The vegetation consists of dense rain forest and, while the trees are not remarkably big, they grow tall and straight and are close packed with undergrowth, trailing tree vines and mosses. The soil is, for the most part, a heavy red clay,

though a large area of soft shale-like rock was encountered in the area of digging at IVANA. Many large, extremely hard boulders and rock faces are also to be found in the area.

The actual work on clearing and cutting the road trace was carried out by the men from the surrounding villages using hand tools such as spades and shovels, picks, mattocks and crowbars, bush knives and axes. The men who took part in the road making came from the nearby villages of IVANA, WAMDE, M'BAUYA, UKUAMINA, IVANTU, IWAIYU and IAWANGENI, all of which are within one day's walk from the road camp. A large proportion of the road gang also come from villages further afield, such as TOVIA, UDOWA, PAINGOBA, WOTAPAIYU, TIMBAINGAUWA, YAWAIMUNGO, MANIADABINGA, NANI, HAWAGABIA, AWAKAMKA and MAIWAGADA. The total number of men working reached 155 and these were split into two gangs, each gang working on one section of the road, going in opposite directions. Two overseers or road-bosses were appointed to supervise the men at work and these overseers carried out their functions remarkably well. The procedure for making the road was as follows:

The survey pegs, stout wooden stakes about five feet in length driven into the ground at approximately 20 feet intervals, were followed for some little distance, being replaced as necessary. The scrub, grass and undergrowth were cleared away from the line of the pegs leaving a cleared strip about 30 feet wide. Large trees along the peg-line were cut out by the roots, using their own inertia in falling down the slope to pull them clear of the ground. A straight line was then dug between the adjacent pegs - this indicated the level of the outside edge of the road. The ground was dug out on the up-hill side of the peg-line - down to the level indicated by the first spade line dug, and to a horizontal width of at least 12 feet where possible. Several large boulders and rock faces were encountered; these were dug round as best as possible and left to be blown by dynamite at a later date. All the ground spoil and cut vegetation was thrown clear over the down-hill side of the road.

To begin with, the lack of sufficient tools created a small problem. Those men without spades or picks were sent ahead along the peg-line to cut and clear the undergrowth. However, sufficient tools to go round were later available as a considerable number were brought in by carrier line from KEREMA via MANURO, and a further quantity was air-dropped along with bags of rice and salt.

One problem that remained throughout my stay at the road camp was the supply of food for the road workers. Earlier patrols through the area had instructed the inhabitants of the villages lying near the road route to prepare gardens along the road route so that there would be a plentiful supply of food available for the (road) workers. However, this instruction was ignored and the consequences were soon felt as food had to be carried in by the women folk. Those people whose villages were close by did not fare too badly, but arrangements had to be made for extra supplies of food to be brought in for those who lived more than one day's walk away. This was not popular by either party as it placed an added burden on those villagers who lived close by and left those from further away wondering if they would be eating that day - in fact, some days turned out to be foodless! It was only through constant haranguing that the supply of food continued till the end of the patrol.

Rate of progress on the road was just over 100 yards per week for each gang. Progress was slowed by sections of shale-like rock and also by earth falls onto already completed work. This ofcourse involved bringing some men back to clear away the fallen earth. The total length of road dug during the four week period the patrol was at the camp site was just over two-thirds of a mile - by no means a poor result when one takes into consideration that every yard of earth was dug by hand and that the road is going through some pretty difficult country.

On the whole, the men were quite willing and, so some extent, enthusiastic about making the road, though it was noticed that it was the older men who were the more reliable and steadier workers. Talks about various aspects of the road were held on several occasions with the village constables from all of the villages represented, and whoever else wished to be present. Without doubt the advantages that the road would bring to the area were recognized by the people and they were keen to see it going ahead although the labour involved took some of the glow from the vision of the completed project. At least they were appreciative of the fact that at long last something "concrete" was being done to help the area to progress. They were also aware of the need for self-help in this project - that they supply the labour with help from the "government", as they like to call anyone in authority, in the form of know-how and supervision.

While out in the field, this patrol carried out a short "patrol within a patrol" to the villages in the vicinity of PAINGOBA, which in fact make up the greater number of villages and most of the population of the Kaberope Census Division. However, apart from being able to inspect the various villages themselves and having the opportunity of travelling over the greater part of the Kaberope, not much contact was made in many of the villages as most of the able-bodied men were down at the road site. Nevertheless, discussions were held at all the villages to find out the general feeling towards the building of the road, the Administration and what was felt could be done to assist development.

SITUATION REPORT.

POLITICAL:

The KABEROPE CENSUS DIVISION does not come under the control of a Local Government Council, each village or group of villages and hamlets being "looked after" by a village constable who is appointed by the Administration. Political awareness is virtually non-existent, the concept of the government being embodied in the personages of the various D.D.A. patrols which have passed through the area from time to time. However, it was noted that the feelings of the peoples in the Kaberope towards the "government" were that it was there to help them - and not just to chase them up for their wrong doings. They have no conception whatsoever of political representation nor of such things as the House of Assembly. Despite the fact that these are a nomadic people by nature, they only travel about within a comparatively small area and have little or no idea of what goes on in the world outside, nor do they seem eager to find out. Political education will be a long, slow business with these people, starting with the talks given by the various patrols through the villages and this would probably be reinforced by visits to Kerema to see the workings of the Local Government Councils. Talks in themselves will do little if any good, as no sooner have they left the circle of talk than they have forgotten every word and are thinking about their gardens or hunting or some such tangible, familiar thing. The people of the Kaberope are a very long way from even beginning to grasp such concepts as House of Assembly, preferential voting, or even Local Government Councils.

ECONOMIC:

Although there is probably a great potential for economic development throughout the Kaberope area there is nothing at the moment that one could call an economic venture. The only monetary income the people of the Kaberope have at the moment is derived through payment for carrying patrol equipment or through working as labourers in Kerema or on Epo Plantation. There is no cash cropping of any kind, no handicrafts or similar industries, no game for stock hunted or herded, no timber cut for economic reasons. All the activities of the KAMIA people centre around a day to day existence. But as was mentioned above, the potential is there; small - very small! - quantities of good quality European type vegetables were seen growing in small garden plots and were bought and eaten by the writer. Beans, potatoes, sweetcorn, shallots, cabbage, cucumber, to mention a few, grow well in this climate and soil. Pineapples, pawpaw, sugar-cane as well as taro, sweet-potato (and yams) are plentiful, and these people seem to have a leaning towards soil cultivation rather than handicrafts. Small quantities of seeds of European type vegetables have been introduced into the KAINTIBA area and these seemed to have been readily accepted by the people and have produced good results. However, Department of Agriculture Stock and Fisheries seem to have had little interest in the area to date and apart from a couple of "exploratory" patrols, have done nothing to encourage economic development.

The only marketing outlets to the area at present are KAINTIBA and KEREMA - about two days' walk either way. This lack of a more central or readily available market is felt by the people of the KABEROPE, and in fact they put forward the proposal to me that they should establish a market around UKUAMINA to serve the surrounding area. The completion of the road at present under construction - even to the stage of a cleared and graded walking track might go a long way to encourage more frequent contact with KEREMA - though there still remains a canoe trip from MURUA until the MURUA/KEREMA section of the road is put through. This of course is an added incentive for these people to push ahead with the making of "their" road.

SOCIAL:

The nomadic nature of the Kaberope people would be a drawback to establishing of social centres such as schools and clubs, although the influence of patrols in trying to get the people to settle down to village life is becoming apparent.

Aid Posts have been set up at MEIWARI (just outside the Kaberope Census Division boundary) and at PAINGOBA. These

aid posts have been readily accepted and the people are ready to come for treatment for even the least little injury, as was evidenced on this patrol when an Aid Post Orderly accompanied the patrol.

Sorcery is prevalent throughout the Kaberope and beyond, and despite the fact that they recognize what can be done for them through aid posts, their belief in sorcery continues on just as strongly as ever, on a parallel course as it were, with what they are now witnessing in the field of medicine. Sorcery is used to protect one's self and one's property as well as to "get back" at he who has done some wrong against one or one's family or relatives.

The nearest schools to the area would be the Roman Catholic Mission school at KANABEA and the Primary "T" School at MURUA, both being some considerable distance from the main centre of population in the KABEROPE. There is no literacy to any degree among the KABEROPE people, and only a very few speak any other language than their own KAMIA dialect, those others being Police Motu and Pidgin.

The first essential towards establishing any kind of social structure is to get the people to settle down to live together in village communities. Even though this is becoming more prevalent, there is still a large percentage of families who live in isolated houses in the bush. And even village groups still have the tendency to "up and go bush" if anything untoward occurs - within the village or hamlet - as is evidenced in both IVANA and KIKIAPA when an unusually high number of deaths occurred in these villages, presumably at the time of the influenza epidemic. Both of these village sites are now deserted. So it will be a job to even get these people to settle in one place in village groups, but only in this way will control and administration be effective over the area.

CONCLUSION:

It is almost axiomatic that the longer the period of contact between the Administration and the peoples of the KABEROPE the greater the effect will be and the longer the results will last. As mentioned before, these people now realize that they can improve their lot with the help and guidance of the Administration, and that the patrols now going through their area are not simply out to catch some wrong-doer. This was very clearly expressed by one Village Constable when he said "before the "government" came we were just bush-kanakas/ nobodys-living-in-the-bush, but now that the "government" has come to help us we can make roads and make ourselves better".

3

With the foregoing in mind, I would endorse the suggestion put forward by Mr. Mundell in the Situation Report, Miscellaneous Section, of his Patrol Report No. 7 of 1969/70 in setting up a base camp at PAINGOBA - staffing would ofcourse be a limiting factor to this proposal. PAINGOBA is becoming the centre of the KABEROPE and is well suited for a base for lengthy patrols throughout the area.

This patrol was successful in showing the people of the KABEROPE that they are not forgotten and that the Administration can and is, in fact, helping them towards development if they are prepared to co-operate through self-help. This fact is appreciated and will no doubt foster and stimulate the desire for advancement.

A. J. Meikle
.....
A. J. MEIKLE, A.P.O.

TERRITORY OF PAPUA AND NEW GUINEA.

2

KEREMA PATROL NO. 19-1969/70.

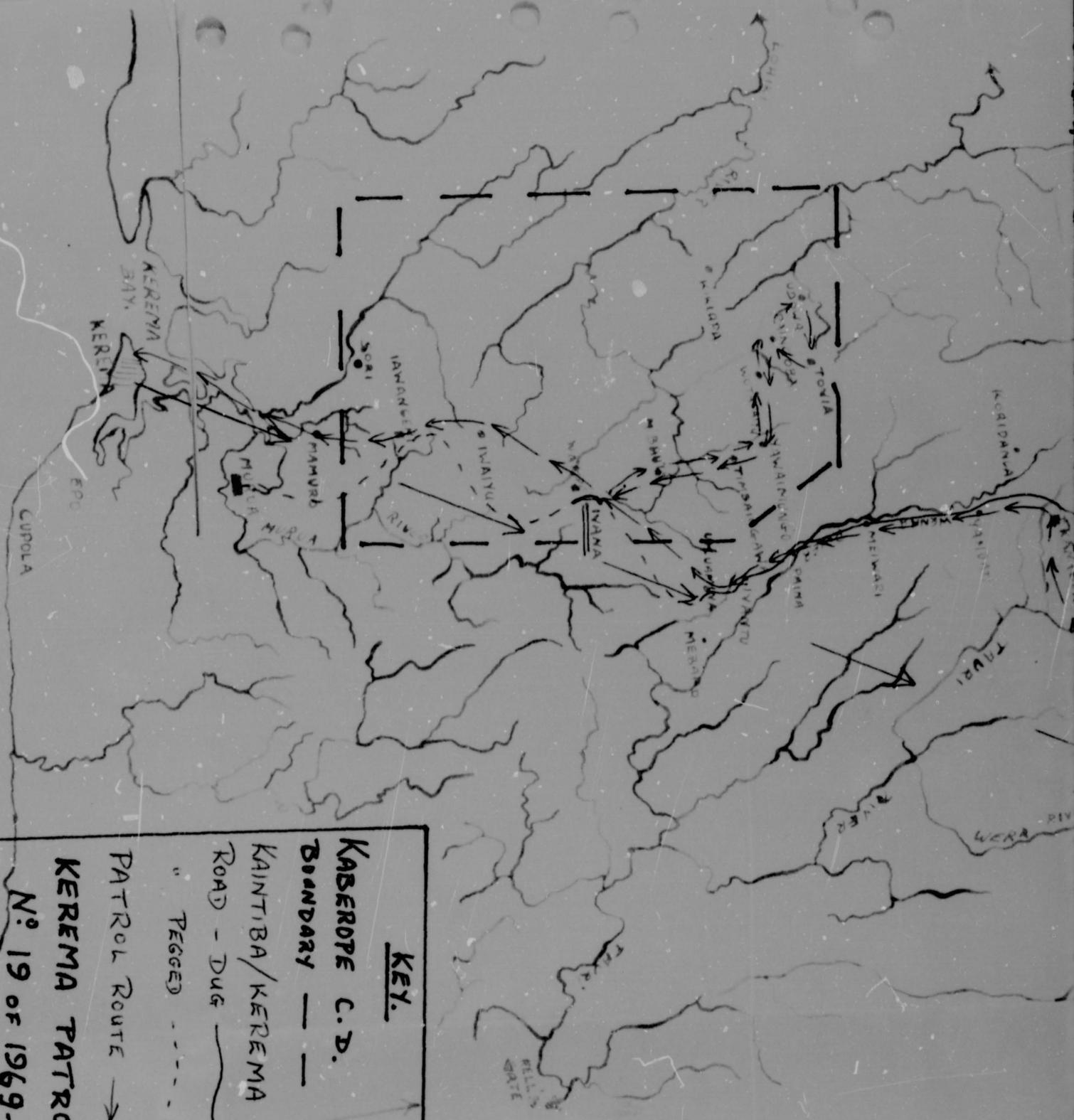
APPENDIX "A"

REPORT ON PATROL PERSONNEL.

Constable 1st. Class IWAS Reg. No. 1165	A man of much experience and quite capable around camp, but is getting too old for much patrol work, especially in such rugged country.
Constable 1st. Class HEROVE Reg. No. 0457	Another older man, with experience, capability, and initiative; smart, polite - a good man to have on patrol.
Constable KARARA Reg. No. 787	A great man for talking - but not so good at walking, or anything else.
Medical Orderly KIRIPOPE of MEIWARI.	A willing and keen conscientious worker. Was appreciated on the patrol and carried out a small medical patrol around the neighbouring villages.
Medical Orderly AMENIKA of KAINTIBA.	Also a willing and capable man who came down to join the patrol at Ivana and take the place of Kiripope when the latter returned to Meiwari. Did good work at the camp site among the road workers and their families.

Comments on Police have been extracted for inclusion in records of service Form R.S.1.

A. J. Meikle
(A.J. MEIKLE).
Assistant Patrol Officer.



KEY.

KABEROTE C.D.

BOUNDARY - - -

KAINTIBA/KEREMA

ROAD - DUG - - -

" PEGGED - - - - -

PATROL ROUTE → →

KEREMA PATROL

Nº 19 of 1969-70

BY

A. J. MEIKLE. R.O.R.K

Amount
returned
Store



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

KEREKA PATROL REPORT NO. ²⁰ 17 OF 1969/70.
 SUB-DISTRICT - KEREKA
 DISTRICT: GULF
 COUNCIL: KEREKA BAY LOCAL GOVERNMENT
 PATROL CONDUCTED BY: MR. A. EIKLE
 DESIGNATION: ASSISTANT PATROL OFFICER
 AREA PATROLLED: PART KEREKA BAY CENSUS DIVISION
 PERSONNEL ACCOMPANYING PATROL: T. MARAVILA, PATROL OFFICER
 DURATION OF PATROL: 20/1/70 to 22/1/70
 DATE AND DURATION OF LAST D.D.A. PATROL TO AREA 1/12/69 to 5/12/69
 OBJECT OF THE PATROL: CHECK THE POSSIBLE ROUTE FOR THE ROAD
 TOTAL POPULATION OF THE AREA PATROLLED 4004
 MAP REFERENCE: MILEAGE OF MAU, FOURTH KEREKA
 VILLAGE POPULATION REGISTER: NOT ENCLOSED.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

67-2-46

Division of District Administration,

KONEDOBU, PAFUA.

17th April, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO. 20/69-70.

Your reference is 67-2-74 of 302, 9th March, 1970.

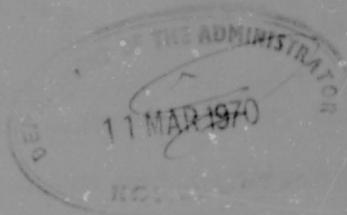
2. I acknowledge with thanks receipt of Special Report by Mr. T. Maravila of part Kerema Census Division.
3. Your comments adequately cover the points of interest raised by the report. I trust that field staff will pay close attention to such wards as Mamuro and Murua and assist the people to a greater understanding of political matters. It is appreciated that results may not always be seen overnight.

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

SecretaryDepartment of the Administrator.

cc: Mr. T. Maravila,
Sub District Office,
KEREMA.

67-2-46
⑦
67-2-74/302.



KEREMA, GULF DISTRICT.

9th March, 1970.

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

KEREMA PATROL No. 20/1969-70 -
KEREMA BAY CENSUS DIVISION -
MR. T. MARAVILA, P.O.

The abovementioned report and your covering comments
KS.67-2-2 dated 26th February, 1970, refers.

The attitude of the people in this area to a small
amount of work, e.g., carrying for patrols unless paid special
rates raises in my mind doubts of whether they will be prepared
to work on self-help Rural Development roads through the area.
Although they have frequently stated their desire for such roads,
and an application made on their behalf for funds in 1970/71,
this may very rapidly disappear when the time of work instead of
talking arrives.

The Lands Title Commissioner is to commence hearings
on the Murua lands on 17th March, 1970. A settlement of this
long standing dispute will result in economic development of the
area no matter which group is successful.

Please forward the contingency for camping allowance
to Mr. Maravila in Port Moresby for collection.

A well written report.

(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

Minute to:

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

For your information please.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

(6)

4. Mr. Maravila did not complete a claim for Camping Allowance. I have had one made out for him.
5. A short report which was well written and which contained some good information on the area.
6. For your comments and onforwarding, please.


(J.B. [unclear]).
Assistant District Commissioner.

26th February, 1970.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL NO. 20-1969/70.

Please find attached three copies of the above Patrol Report, submitted by Mr. T. Maravila, P.O.

2. Comments I wish to make are :

(a) Diary 21-22/1/70.

Carriers in the MAMURO/SORI area are almost impossible to obtain as most of the population has migrated down to Kerema. Efforts to send them back to their villages have proved unsuccessful.

(b) Topography, etc.

Mr. Maravila has given a good and well-written description of the area he patrolled.

(c) Political.

More of these Kamia people would move out of the mountains if they could obtain secure title to land. The previous Kamia villages of the KANA KANDI, MEO, NOVIRA have disintegrated with the people returning back to their mountain hamlets because of disputes about land at MURUA. I have been told that these people would return and establish a permanent village if the MURUA land, the subject of a Lands Titles Commission hearing, is granted to them.

(d) Economics.

There are vast amounts of good arable land in this area, once one gets behind the coastal swamps. Roads are under construction (KAINTIBA to MURUA and PETOE to The Bluff) or under consideration (The Bluff to the OPAU villages) and these should serve to open up the area in the future.

(e) Social.

SORI and MAMURO people can receive treatment at the MURUA Aid-Post, about 2 hours canoe travel from MAMURO.

(f) Conclusion.

There is a general reluctance among the MEI/UARIPI/ OPAU people to carry for the scheduled rate.

3. Mr. A. Meikles Kerema Patrol Report No. 15-69/70 contains a report on the road survey. Mr. Maravila was asked to accompany Mr. Meikle and submit a report as a training exercise. No map was submitted, but the route can be located on Mr. Meikles patrol map.

TERRITORY OF PAPUA AND NEW GUINEA

(4)

Sub-District Office,
Kerema,
Gulf District.

3rd February, 1970.

Assistant District Commissioner,
Sub-District Office,
Kerema,
Gulf District.

SPECIAL PATROL REPORT
KEREMA PATROL NO. 17 OF 1969/70

20

Introduction

I accompanied Mr. A. Mickle, Assistant Patrol Officer on this patrol. It was quite a short patrol, conducted for the purpose of checking a possible route that a road could be built along the foothills of Kerema. This is that portion of the road that has been proposed to commence from the Malalaua Sub-District to the foothills of Kerema and continues on to the Ihu Patrol Post.

As set out in the patrol instruction, that we were to follow from the Bluff and walk along the foothills of Sori, Mamuro, Murua, the Ingram hills and along as far as Karama. (see the sketched map for the patrol route)

Along these foothills, there are no proper walking tracks, however, there existed the hunting tracks that are used by the people of Opao and Kamea frequently for the wild game. During the patrol we were led through these tracks with vines hanging everywhere.

DIARY

20th January, 1970 - At about 11.30 a.m., we left Kerema for Mei'i, a village near the Bluff. We left by an outboard motor and arrived there about 12.00 noon. At the arrival, unloaded the cargoes and waited for the carriers.

After waiting for the carriers, Mr. Mickle went into the village and obtained the ~~xxxx~~ men and about 2.30 p.m. we left the village and proceeded for the Bluff.

At the Bluff, we followed the track that leads to one of the Opao villages. After walking almost three hours, we arrived at Mirokela village. We arrived there at 7.30 p.m. The night was spent in this village.

21st January, 1970 - At about 7.30 a.m., the people of Mirokela carried our cargoes and we left for the next village. At the arrival at Kapiri about 8.30 a.m. recruited the carriers from this village and left for Sori. From Kapiri, we walked to the foothills and then along the foothills and then to Sori river. We arrived there about 3.30 p.m.

At Sori, we were unable to proceed to Mamuro as there was nobody to carry our cargoes. The night was spent at this village.

DIARY (cont.)

(3)

22nd January, 1970. In the morning as we could not obtain carriers, we had to chase the men at another village. We left our cargoes at Sori and left for Mamuro. At our arrival at the village, we could not find, except three people. These were sick and elderly men. We were told by these men that everybody was down at the Kerema station.

After resting for a few minutes, we left Mamuro and returned to Sori. At our arrival, we arranged with some men in this village for a canoe to take us and the cargoes back to Kerema. After obtaining the canoe and the paddlers, we left Sori for the coast. We left about 1.30 p.m. and arrived here about 4.00 p.m. The night was spent at home.

On the next day, 23rd January, Mr. Meikle arranged and obtained the prisoners as the carriers and returned to Mamuro to finish off the patrol. I stayed back as my time came close for me to return to Moresby in order to go back to the Administrative College.

.....

Topography and Drainage of the Area

The bluff does not extend as far inland as the foothills. Between the bluff and foothills is the lowland that extends as far west as the Vailala river. It consists of innumerable swamps and occasional low hills, which is mostly covered by the swamp and dense tropical rain forests. Along the Kerema bay and beyond the tidal limits are wide stretches of mangrove swamps.

The swamps in this area are often drained by a number of streams, of which some are the tributaries of the main rivers. The main rivers as Karapure, Sori and Murua have their sources usually up into the mountains, which drain out heavy rainfall into the bay.

The highlands behind Kerema are particularly precipitous and include some of the most rugged country in Papua. The coastal hills are the mountain ranges of Nabo, Albert, Staniforth and Armit, which have large areas of flat, often swamp country through which run ridges and precipitous V-shaped valleys clothed in dense jungle.

Route Checked

The area that have been checked seemed to be feasible for construction of the road. The only difficulty, however, would be in the areas where the rivers have drained out. These areas are wet and swampy for the road to go through. For such swampy areas, there need some expert surveying and planning.

As for the areas where the the extensive foothills are, I think there would be less difficulty in building the road, because as from what I have observed, these section of the landform is not very rugged as the highlands at the back of Kerema. The slopes along these foothills are not really steep. As for the mountain terrain, I do not think that the road would be held up. There are rocks there, but not the type as limestone that would eventually eat away. There are no great ridges or spurs seen that could stop the road from passing through.

...../4

2

SITUATION REPORT

POLITICAL

This area is well covered by the Kerema Bay Local Government Council in dealing with the political life of the people. The council has divided the area into wards and each ward is represented by a councillor.

Although, the area as a whole is well covered, the people in some council wards, namely Mamuro and Murua have scarce knowledge of the work of the government. These people are from the Kaberobe Census Division. Previously, they were known as 'Kukukukus.

The fact that they have a limited understanding of the function of the government is that they have been recently contacted. Most of them are from behind the mountains, and are migrating by numbers down the coast every year. Perhaps, one of the reasons is that they do not settle permanently as they wander off at times. However, they do live in their political unit as they have slightly different culture to those who live down the coast.

Above all, the overall has been politically influenced by the council concerned since its establishment, almost eight years ago. There was no cult activity being reported.

ECONOMICS

In the area patrolled, there is not very much being done in terms of cash cropping. I am referring to the area that I have walked. There are, however, some cash crops as coffee and coconut being observed growing in the area. Apparently, these cash crops are not processed for marketing as what I have seen.

Apart from the above, there is nothing else done on the full scale. These people's only means of deriving cash income is by selling subsistence crops at the local market. Such food crops as banana, taro, sweetpotatoes, etc. are sold to those who are doing some form of employment at the Kerema station.

I think building this road is a prerequisite to more advanced type of economic development in the area. The people's attitude could finally be changed, if they see what the road has to do for them.

From what I have seen, some parts of this land are very fertile and could grow crops such as coffee and rubber. Rubber at the moment is growing so well at the Murua resettlement blocks and it is now under production. If the road is built this land could be opened up for more resettlement blocks.

SOCIAL

Naturally, each cultural group lives in its social unit, without much mixing. For example, Opao and Kamea speak quite distinct languages that they do not mix very much. There is, however, not much difference in carrying out the social security. The old age, sick, and orphaned children are looked after in the similar way in the villages in the Council area. The people do not seek assistance from the government to look after these type of people.

In terms of school and health services, they are limited. That is, they do not have enough schools and in fact there is no school at Sori or Mamuro. None of the children in these villages ever go to school. The basic fact, as I have mentioned above, is that these people are contacted recently and there is nothing very much done to improve their social condition. Opao, however, has several village schools, where their get some education from.

(cont. page 4)

...../3

(1)

SOCIAL (cont.)

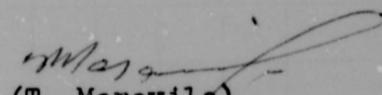
I refer the health services as limited, because not all the area has got aid posts. For instance, at Sori and Mamuro, the sick people are left without any medical attention. In Opao area they have got one aid post where every one goes for treatment.

However, these people are better off because, the Kerema hospital is here always at their service with the well qualified doctor available.

Conclusion

There was no hardship experienced during this patrol. The only hardship we had was in obtaining the carriers. The people in this area do not want to carry cargoes for ten cents an hour. May be in future, the field officers will find it very difficult to get the carriers, unless the hourly rate changes.

Above all it was quite a nice patrol.


(T. Maravila)
Patrol Officer



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. 21 12-1969/70.

Patrol Conducted by D.J. HOOK

Area Patrolled KEREMA, MALALAU, KIKORI Sub-districts generally

Patrol Accompanied by Europeans D. SIMMINS, J. MUNDELL, K. WALLACE. Const. MUPILYACHE Natives Mr. KAUGIA.

Duration—From 28/2/1970 to 25/3/1970 Number of Days Broken period - 18 days.

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services / / 19 Not applicable. Medical ... / / 19

Map Reference Attached.

- Objects of Patrol 1. Familiarization of District 2. Station Inspections. 3. General Administration.

Director of District Administration, PORT MORESBY.

Forwarded, please.

/ / 19 District Commissioner

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

67-2-74

Division of District Administration,
KONEDOBU, PAPUA.

8th June, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL KEREMA NO.21-69/70

Your reference is 67-2-75/732 of 26th May, 1970.

I acknowledge with thanks Special Familiarization Report by Mr. D.J. Hook, of the Kerema, Malalaua and Kikori Sub Districts.

An informative report calling for little further comment by this Headquarters. Mr. Hook has again demonstrated his ability to acquire a sound appreciation of an area.

The report covers a familiarization patrol by the newly appointed Deputy District Commissioner and requires no specific comment.

For your information please.

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

Secretary
Department of the Administrator.

C.C.
Mr. D.J. Hook,
District Office,
KEREMA
Gulf District.

R.S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

cc: A.D.C.,
MALALAU,
KIKORI.



TERRITORY OF PAPUA AND NEW GUINEA

67-2-74

15

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

In Reply
Please Quote

RSB/KAM No. 67-2-75/732.

Department of the Administrator,
KEREMA, GULF DISTRICT.

26th May, 1970.



The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

KEREMA PATROL REPORT No. 21-1969/70.
KEREMA, MALALAU AND KIKORI SUB-DISTRICT -
MR. D.J. HOOK, DEPUTY DISTRICT COMMISSIONER.

The abovementioned report, attached, refers.

The report covers a familiarization patrol by the newly appointed Deputy District Commissioner and requires no specific comment.

For your information please.

R. S. Bell

(R.S. BELL),
DISTRICT COMMISSIONER.

cc: A.D.C., KEREMA.
MALALAU.
KIKORI.

10

DJH/KAM. 67-2-75/629.

KEREMA, GULF DISTRICT.

12th May, 1970.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA SPECIAL PATROL REPORT No. 21-1969/70.
D.J. HOOK, a/D.D.C.

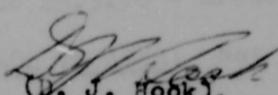
The abovementioned report is forwarded herewith.

It has not been submitted earlier as it was hoped to include my proposed visit to Kaintiba in the report. However, as I have had to delay my visit to Kaintiba until the end of this month, I have decided to submit the report as is.

All matters of an administrative nature have been previously attended to and the report merely gives my first impressions of the areas visited.

Claim for Camping Allowance is attached.

Spare copies of the report for information of Assistant District Commissioners, Kerema, Kikori and Malalaua are attached.


(D. J. Hook),
a/DEPUTY DISTRICT COMMISSIONER.

Encl.

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District Officer,
KEREMA, GULF DISTRICT.

67-1-1.

The District Commissioner,
KEREMA, GULF DISTRICT.

KEREMA PATROL REPORT No. 21-1969/70.

GULF DISTRICT GENERALLY -
D.J. HOOK, a/D.D.C.

REPORT NUMBER: KEREMA 12-1969/70.

SUB-DISTRICT: KEREMA.

DISTRICT: GULF.

COUNCIL AREAS:

1. EAST KEREMA.
2. KAIPI.
3. KEREMA BAY.
4. KORIMIRI.
5. OROKOLO.
6. BAIMURU.
7. KIKORI.

PATROL CONDUCTED BY: D.J. HOOK, a/D.D.C.

DESIGNATION: Acting Deputy District Commissioner.

AREA PATROLLED: KEREMA, MALALALAU and KIKORI:
Sub-Districts generally.

PERSONNEL ACCOMPANYING:

MR. D. SIMMINS, A.D.C.)	28.2.70
CONST. MUPILYACHE)	to
MR. KAUGIA, Shipwright)	8.3.70.
MR. J. MUNDELL, A.D.C.		10.3.70 to 14.3.70.
MR. K. WALLACE, A.D.O.		23.3.70 to 25.3.70.

DURATION OF PATROL: 28.2.70 to 25.3.70 - broken period - 18 days.

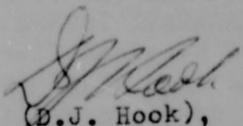
DATE/DURATION LAST D.D.A. PATROL TO AREA: Not applicable.

OBJECTS OF PATROL:

1. Familiarization of District.
2. Station Inspections.
3. General Administration.

TOTAL POPULATION OF AREA: 65,000 in entire Gulf District.

MAP REFERENCES: Attached.


(D.J. Hook),
a/Deputy District Commissioner.

(2)

PATROL DIARY.

1970.

Sat. 20th Feb.

Left Kerema station 8.30 a.m. by dinghy. Sailed close along MALALABA bluff inspecting signs of rock for possible road surfacing. Two small outcrops noticed which will be more thoroughly inspected from Kerema station later. Passed the villages of LOU then LOVELA which is the most easterly village of the Kerema Bay Local Government Council area and Kerema Sub-district. Sailed past SILO No. 1 the most westerly village in the KAIPI Local Government Council area of the MALALABA Sub-district, then passed SILO No. 2 and UAMAI No. 2 and landed at UAMAI No. 1 at 10.30 a.m. Sent dinghy on to KARAMA village with patrol gear. Inspected vehicular bridge over UAMAI river which was constructed in 1968 and is now delapidated and badly in need of repair. Inspected United Church Mission school at UAMAI village and met and spoke with local entrepreneurs and council representatives. Left UAMAI on foot along a partly constructed vehicular road at 11.45 a.m. and arrived at boundary of the UAMAI and KARAMA people's road maintenance boundary at 12.10 p.m. Approximately one third of the road along this mark has still to be cleared and constructed although it has been surveyed. Walked on to KARAMA village along completed vehicular road arriving at 12.25 p.m. Made camp at KARAMA Women's Club and spoke with Vice President APUPU of the KAIPI Council and various village people and entrepreneurs. Camped at KARAMA.

Sun. 1st March.

Inspected barge over KARAMA village which needs attention to its ramp then left on foot along vehicular road having sent cargo on to MALALABA by dinghy. Walked through three KARAMA villages stopping and talking with local councillors en route. Arrived at KOARU village at 10.20 a.m. and met and spoke with Mr. P. Maynard, A.D.O., currently on patrol in the area. Walked to MEFORO River where Mr. Maynard is constructing a 90 feet vehicular bridge. Mr. Maynard returned to KOARU and self proceeded on foot along a cut but not yet cleared vehicular road site. Arrived at OFIAPU hamlet at 12.20 p.m. Moved on at 12.45 p.m. along a cut but uncleared and very overgrown vehicular road site, arriving at the cleared road-head near YUMINI garden hamlet at 2.10 p.m. Rested until 2.40 p.m. then walked along cleared but partially swampy vehicular road until met by A.D.C. D. Simmins in a vehicle at 2.55 p.m. near the road camp. Drove to MALALABA. Carried out brief inspection of station and stayed overnight at MALALABA.

Mon. 2nd March.

Inspected station and spoke with Administration employees. Inspected Corrective Institution and station housing generally. Visited Primary "T" School under headmaster TORE MEKUU. Then visited T.A.A. and Post Office agency run by local entrepreneur SEMESI IVARAOA who is currently constructing a large and well designed tavern. Left MALALABA by dinghy at 11.30 a.m. down the TABALA River. Passed TABALA village at 11.45 a.m. and joined the TAURI River at 12.05 where SAVATVIRI village is situated. Assisted in the conducting of a Local Government election for Ward 15 of the East Kerema Local Government Council. TOREA IVARA a previously

3
Mor. 2nd March.
(Cont'd.)

defeated Councillor was elected outright from three candidates by a majority of female voters. Spoke with local and returned by dinghy to MALALAUUA arriving 5 p.m. Despatched dinghy to KEREMA with Mr. B. Gill of P.W.D. who has been recalled to KEREMA and to backload fuel for MALALAUUA station. Selpt at MALALAUUA station.

Tues. 3rd March.

Attended to office duties at MALALAUUA Sub-district office. Left at 10.30 a.m. by dinghy for MOVEAVE village arriving at 11.25 a.m. Inspected the Roman Catholic Mission School and the Administration Primary "TU" School in the village. Met and spoke with village elders including East Kerema Council President, SALAMA LARIVITA and president of the Women's Club PORE WOKAN. Commenced election in company with A.D.C. Simmins, and completed by 4.30 p.m. ESI UPERI was elected on a second preference count to the HETOCARE Ward. Left by dinghy at 5 p.m. for KIKIPI arriving at 5.35 p.m. Met headmaster of Primary "TU" School, Mr. R. Thomas, and inspected station consisting of school and co-operative buildings. Met Army Civil Action patrol, under Captain Griffiths, when it arrived by two landing barges at 6.20 p.m. and after guiding same up the passage to KIKIPI wharf left by dinghy for MOVEAVE arriving in the dark at 8.50 p.m. Attended to paper work. Camped at MOVEAVE.

Wed. 4th March.

Commenced polling for the HEVALA Ward at 7.45 a.m. completed counting votes which went to third preference by 2.15 p.m. FALWMA the retiring president of the East Kerema Council and a new man to the Council, ANTONY KANEA, were elected as the two Councillors for this ward. Visited MOVEAVE Co-operative sawmill during afternoon which is operating but is in debt. Met manager of Co-operative, Mr. ANDREW HASU (who was an unsuccessful candidate in the morning's elections. Met Mr. Malcolm Thompson the new Co-operative Officer and proceeded on down the TAURI river at 3.30 p.m. arriving at KUKIPI at 4.10 p.m. Left patrol personnel and the bulk of the patrol gear at KUKIPI and self and A.D.C. Simmins proceeded to LAUI RAVA in the OIAPU group of villagers. Arrived at LAUI RAVA at 7.30 p.m. having called in at villages and hamlets en route. Spent night at resthouse with Mr. Grigg, A.D.C. who is due to commence elections for the East Kerema Council here tomorrow. Camped at LAUI RAVA.

Thurs. 5th March.

Left LAUI RAVA by dinghy at 9.40 a.m. after discussions on various administrative matters with Mr. Grigg, and the East Kerema Local Government Council Clerk Mr. LAUFA TAPORA. Called in at MORO United Church Mission and met mission staff and then proceeded overland for one mile to IOKEA airstrip which is being worked on by two P.W.D. tractors, but little or no self-help from the local villagers. Arrived KUKIPI at 1.45 p.m. and inspected Co-operative establishment and the Administration resthouse. Left by dinghy at 2.15 p.m. and arrived at the KEAPORO River at 3.35 p.m. Travelled up river and landed behind LELEFIRU village at 3.50 p.m. Walked to LELEFIRU village arriving at 4.15 p.m. Commenced elections, completing same by 7.10 p.m. One standing Councillor, SEVESON BENAFU, was elected. Camped at resthouse.

10

Fri. 6th March.

Left LELEFIRU at 8.50 p.m. on foot along a vehicular road to KOARU Mission station after sending patrol cargo and personnel on ahead to HAMUHAMU. Arrived at KOARU Mission at 9.10 a.m. and met and spoke with Mission staff under Mr. DON HOREFIELD. Walked back through LELEFIRU village arriving at the MEAPORO River at 12.20 p.m. Waited for water transport until 1.45 p.m. and then left by launch AUANA which had been carrying bridge decking to KOARU road. Arrived HAMUHAMU village at 2 p.m. Camped at the local pastor's house and spoke with the local people. Commenced elections at 5.00 p.m. and completed same at 5.30 p.m. One Councillor, NITAHARO was elected to the Ward. Camped at HAMUHAMU.

Sat. 7th March

Left HAMUHAMU Village at 8.05 a.m. by dinghy down the MEOPORO River estuary, thence round by the coast to old pre-war KUKIPI station and MUPAKKA village. Followed up the KUKIPI River to KUKIPI village arriving at 9.10 a.m. Spoke with village people and took nominations for today's Local Government Council elections. Proceeded on to KUKIPI government station as all the people had not yet gathered for the elections, arriving at 10.45 a.m. after passing ISAPEAPE village en route. Self remained at KUKIPI and worked on correspondence while Mr. Simmins, A.D.C., and Mr. Meakoro, L.G.A., returned by dinghy to KUKIPI village to conduct elections. Left by dinghy with Mr. Simmins at 3.30 p.m. for LESE WALAI Mission station arriving at 5.20 p.m. Inspected airstrip and spoke with Father Bourseau and mission personnel. Slept at Mission.

Sun. 8th March.

Left LESE WALAI at 7.50 a.m. by dinghy down the HISISI River to the coast. Travelled around various inland water-ways and then by sea to LALAPIPI East Kerema Council House arriving at 10.05 a.m. Proceeded on to KUKIPI and left for Kerema at 11.15 a.m. arriving at 3.45. Slept at KEREMA.

Mon. 9th March.

Office duties at KEREMA.

Tue. 10th March.

Left by aircraft in company with D.C. and members of the office of the office of the Economic Adviser and the Directorate of Transport arriving BAIMURU Patrol Post at 11.10 a.m. and spoke with Mr. P. Harrison, O.I.C. and Mr. C. Overland, A.P.O., and flew on to KIKORI arriving at 12.30 p.m. Inspected KIKORI station during afternoon and spoke with Army Civil Action patrol personnel Slept at KIKORI.

Wed. 11th March.

Attended to paper work at KIKORI until 9.25 a.m. then left by dinghy down the KIKORI River past VEIRU United Church Mission, then BABAGWINA village, then KOREOWO village joining the OMATI River at 11.30 a.m. passed the old village site of LIRITBRE, the people of this village having moved en masse to OMATI resettlement site. Arrived OMATI resettlement site at 1.30 p.m. Spent remainder of day inspecting resettlement blocks of which 63 have been surveyed and 58 have been allocated. The blocks have access by five miles of vehicular road previously constructed by A.P.C. Inspected Administration school and Aid Post and spoke with settlers during evening. Camped at OMATI.

Thurs. 12th March.

Left OMATI at 9 a.m. by dinghy, arriving KIKORI at 2.10 p.m. Met and spoke with local entrepreneurs and Army Civil Action patrol. Slept at KIKORI.

- Fri. 13th March. Inspected various departmental establishments at KIKORI until D.C. and Colonel Grey arrived for talks with Civil Action patrol. Left by aircraft with A.D.C. Mundell for BAIMURU. Afternoon spent at BAIMURU inspecting station and Steamships Trading Co. sawmill, post office, etc. Slept at BAIMURU.
- Sat. 14th March. Spoke with Council President IVIA LAURA regarding resettlement of some men from his village at old IARE on more suitable agricultural land. Attended to various office duties with O.I.C. and left by aircraft for KEREMA at 11.30 a.m. Slept at KEREMA.
- Sun. 15th March. Office and station duties at KEREMA.
to Sun. 23rd March.
- Mon. 23rd March. Left by aircraft for IHU at 8.05 a.m. arriving at 8.25 a.m. Left by dinghy in company with O.I.C. Wallace up the VAILALA River past HAIVIRI plantation arriving at MAIRA plantation at 10.05 a.m. Spoke with plantation manager and then proceeded on by tractor to OPERARIA village and then to BELAPA HILOI village and BELAPA S.D.A. Mission station, inspecting road work en route. Returned to IHU and then down the VAILALA River to its mouth. Spoke with villagers of VAILALA East and VAILALA West villages and returned to IHU arriving at 4.45 p.m. Left at 5.30 p.m. by vehicle to inspect road leading to the mouth of the VAILALA River. Returned to IHU and slept.
- Tues. 24th March. Office duties at IHU with O.I.C. until 9.30 a.m. Left by vehicle along road to MURO, passing and visiting KAVAVA Roman Catholic mission, OROKOLO United Church mission and hospital en route. Passed HEVI United Church owned plantation in a very overgrown state and arrived KAVEHERE (MURO) R.C. Mission station and plantation at 10.40 p.m. Inspected school and spoke with missionary in charge. Returned to IHU inspecting branch roads to the R.C. Mission Agricultural lease and to AREHAVA No. 2 village en route. Arrived IHU 2 p.m. Afternoon spent in office. Visited Mr. Council, M.H.A., during evening. Slept at IHU.
- Wed. 25th March. Office and station inspection at IHU. Returned to KEREMA by aircraft during afternoon. Slept at KEREMA.



TERRITORY OF PAPUA AND NEW GUINEA

8

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

In Reply
Please Quote

No. 67-1-1/619.

Department of the Administrator,
KEREMA, GULF DISTRICT.

7th May, 1970.

The District Commissioner,
Gulf District,
KEREMA.

SPECIAL PATROL REPORT KEREMA No. 21-1969/70.

D.J. HOCK, a/D.D.C.

In accordance with D.D.A. Circular 67-1-0 of 21st June, 1968, submitted herewith please find Patrol Diary and brief report covering my recent familiarization patrol of the Gulf District.

As the object of my patrol was to familiarise myself with the District generally and to visit government and mission stations and villages, to meet and talk with as many of the government officers, mission personnel and village people in the area as possible, there is no need for a lengthy and verbose report covering this patrol. A comprehensive diary and brief comments are therefore submitted hereunder in the form of a short special report under the headings of the three Sub-districts visited:

1. MALALAU SUB-DISTRICT:

- Staff: D.D.A. Mr. D.R. Simmins, A.D.C.
 Mr. P. Maynard, A.D.O.
 Mr. K.N. Grigg, A.D.O.
 Mr. M. Haiveta, Clerical Assistant.
 Mr. M. Laoa, Clerical Assistant.
 Mr. J. Tsibia, Clerk.
 Mr. S. Gairi, Storeman.
- D.A.S.F. Mr. S. Ivaroa, Agricultural Assistant.
- P.H.D. Mr. L. Fo'o, Health Officer.
 Mr. J. Moa, Medical Assistant (Kukipi).
- POLICE: Eight members under the command of
 Constable 1/C. EVARA.
- EDUCATION: Mr. T. Mekeu, Headmaster.
 Mr. M. Sarufa, Headmaster, Karama.
 Mr. R. Thomas, Headmaster, Kukipi.
- T. & I. Mr. M. Thompson, Co-operatives Officer,
 Moveave.
- MARINE: Mr. E. Hou, Diesel Mechanic.

Apart from the D.D.A. staff, only the senior officer of each department on each station has been listed.

ROADS:

The Malalaua Sub-district is running smoothly under the control of Mr. Simmins, A.D.C.; D.D.A. patrols have been constantly in the field over the past six months and although there is a marked lack of interest by the village people in the East Kerema Council area towards rural development work on roads and airstrips in the area, and a rather passive interest by these people in the council elections being conducted during my visit to the area, it is obvious that the people are starting to respond to the more intensive contact by patrolling officers in recent months. The general impression I gained of the village people towards the administration was one of passive interest. By contrast a lot of enthusiasm was evident in the Kaipri Local Government Council area towards the construction of a vehicular road from Uamai village down the coast through Karama village down the coast through Karama village to Koaru and thence inland for a further 12 miles to Malalaua station. Work is underway to link this road to Kerema. Apart from a stretch of approximately two miles between Uamai and Karama the construction of the road along the coast to Koaru from Uamai is completed, and is being used by the Kaipri Local Government Council tractor. The route from Koaru to the old A.P.C. road junction (some five miles from Malalaua) has been initially cleared, however some five miles of this road still remain to be cleared of fallen trees and undergrowth. Work is progressing from the Koaru end by voluntary labour under the supervision of Mr. P. Maynard, A.D.O., and from the Malalaua end by prisoners and general labourers under the supervision of Mr. Simmins, A.D.C. In my opinion it will be at least a further six months before this road is cleared suitably for vehicular traffic from Koaru to Malalaua and this will only occur if field staff can continue in the area to maintain the enthusiasm. Even when cleared, the road would only be suitable for four-wheel drive vehicles, and then only after very dry spells as at least four miles of this road is through very swampy country and will never be good until suitable surfacing material is found. If this road is to be made trafficable, a grader should start work at Uamai now, and grade the cleared road to Malalaua. Once the route has been completely cleared of trees and undergrowth this should not prove a major task.

AIRSTRIPS:

The main airstrip in the Sub-district is at Malalaua and is well maintained by station labourers.

An airstrip is currently being constructed at Iokea where two P.W.D. tractors are assisting the village people. During my visit, work by the village people was non-existent and apparently had generally been so for the past two weeks at least, when the average daily workers had numbered six or seven people. The people in this area are generally very well educated, and although keen to see the airstrip completed, will not organize themselves into a work force unless supervised by an Administration officer.

An airstrip is being built at KOKORO up the LAKEKAMU River but was not visited by me. This strip is being constructed by the local people of their own volition and with no supervision by Administration officers.

Mission airstrips exist at TAPALA and a second strip is nearing completion at OALAI.

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GENERAL:

It is apparent that there is a general antagonism by the village people towards any of their number who become financially successful. This was evidenced from general conversation with the people, and from the low total of votes polled in the Local Government Council election by such leaders as Mr. ANDREW HASU, the manager of the MOVEAVE co-operative sawmill, and the fact that the main reason given for the unpopularity of the ex House of Assembly Member, Mr. Gabriel BHAVA, is that he became a successful business man rather than concentrating on developing his electorate generally.

The Local Government Councillors have no authority in the village and when they do attempt to get things moving in the village and get the people working on rural projects in the area, they are normally voted out in the elections, as occurred on a number of occasions.

There is a need for more work in the field of women's welfare, as most of the Women's Clubs which were apparently flourishing two years ago are now inoperative. Until more welfare staff is available, however, little can be done.

POLITICAL:

My general impression of the Malalaua Sub-district was that it is an area with economic potential which is starting to move through the efforts of D.D.A. staff on constant patrols, but that the people do not have sufficient initiative to start things moving themselves. However, constant encouragement by field officers of all departments should result in a definite improvement in the native people's attitude, as they admit themselves that they want to get their area progressing economically but cannot do so of their own incentive. It is therefore imperative that the present strength of field officers be maintained.

Politically the people are generally antagonistic toward their local House of Assembly members because they claim they do not visit them sufficiently and neglect their local politics in favour of living in Port Moresby and dealing in national politics.

As the local member from this area is Mr. TORE LOKOLOKO, it is obvious that he must of necessity spend a great deal of his time in Port Moresby on Ministerial duties. This was explained to the people I spoke with, but from the unenthusiastic response it would appear that Mr. Lokoloko will have to conduct an intensive election campaign if he is to retain his seat at the next House of Assembly election in spite of the fact that he has obviously made efforts to visit his electorate at every opportunity.

In the Local Government field the elections were well contested, although none of the candidates appeared to have campaigned very strenuously, and although most people who were present voted (apart from members of the Jehovah's Witness group who refused to vote on religious grounds), there was no evidence of any real election enthusiasm, the people appearing generally apathetic towards the Council and the Councillors. Only intensive political education and an increase in Council capital works activities will bring about any improvement in the political situation in this area.

2. KIKORI SUB-DISTRICT:

KIKORI: D.D.A. Mr. J. Mundell, a/A.D.C.
Mr. I. Beckhaus, A.D.O.
Mr. F. DuBois, P.O.
Mr. K. Kaidadaiya, P.O.
Mr. D. Boyd, A.P.O.
Mr. R. Kila, Clerical Assistant.
Mr. E. Rurupu, Clerical Assistant.
Mr. B. Kauwamu, Interpreter.
Mr. S. Peai, Patrol Interpreter.

D.A.S.F. Mr. S. Metu, Agricultural Assistant.

P.H.D. Mr. H. Motohe, Medical Assistant.

POLICE: 8 members under the command of
Sergeant 2nd Class OMAI IPAI.

EDUCATION: Mr. P. Hala, Headmaster.

MARINE: Mr. J.P. Gai, Captain.

P.W.D. Mr. H. Holt, Roadmaster.

D.I.E.S. Mr. F. Eka, Projectionist.

BAIMURU PATROL POST:

D.D.A. Mr. P. Harrison, A.D.O. (O.I.C.)
Mr. C. Overland, C.P.O.
Mr. J. Mama, Clerical Assistant.
Mr. V. Evae, Clerical Assistant.
Mr. K. Karara, Interpreter.
Mr. E. So'o, Patrol Interpreter.

D.A.S.F. Mr. P. Milala, Agricultural Assistant.

P.H.D. Mr. Maiva'a, Health Officer.

POLICE: 5 members under the command of
Constable 1/C. TONKIAN.

EDUCATION: Mr. G. Veata, Headmaster.

MARINE: Mr. Ebiari, Captain.

P.W.D. Mr. Maufa, Carpenter.

GENERAL:

As with the other Sub-districts visited, the village people appeared generally apathetic with respect to general economic activities. Many people plead poverty when it comes to paying council tax, however many sources of income, such as copra production, are no where near fully exploited. Only approximately two thirds of coconuts grown are used for copra production or consumption.

The only really encouraging evidence of self-help displayed in the Sub-district is the resettlement project at OMATI. Here the people of their own initiative, and with intensive backing from various Government departments have cleared and planted up a large number of twenty-acre

agriculture blocks - mainly with coconuts. Sixty-three such blocks have been surveyed and pegged by a D.D.A. Field Assistant under the supervision of D.D.A. officers from Kikori. A number of resettlement schemes have been started in the past in the KIKORI area, with encouragement from D.A.S.F. but because of the absence of personal day to day supervision by an Agricultural officer they have proved most unsuccessful, and have resulted in the disillusionment of the proposed settlers rather than a stimulus to others to develop cash crops.

As with other Sub-districts in this District, patrolling by D.D.A. field officers has been stepped up greatly in recent months. The results of this increased patrolling cannot be estimated by me, after such a relatively short visit to the Sub-district.

The D.D.A. staff of the Sub-district under Mr. J. Mundell, A.D.C., are currently visiting all villages in conjunction with general administration duties to advise them of the recent mineral exploration applications. The people do not show any opposition to exploration on their land, and in fact, welcome the arrival of another exploration company as a source of employment.

POLITICAL:

Politically the people appear to be generally disinterested in both Local Government councils and national politics. As with the other electorates visited, the people appear to be antagonistic towards their local M.H.A. due to the fact that they consider he lives mainly out of the area in Port Moresby and has thereby done nothing materially for the electorate. Be this as it may, the necessity for general political education is very evident. There is also a need for more constant and extensive visits to the area by the M.H.A. himself if he wishes the people to re-elect him.

ROADS:

There are approximately five miles of good vehicular roads at OMATI, built originally by A.P.C. and now re-opened by the settlers. At present there is no vehicle at OMATI.

A road from KIKORI station to the airstrip is almost completed, but its completion is delayed pending the resumption of a route through agricultural land held by Mr. J. Senior.

The KIKORI Sub-district does not lend itself to any major road development due to the swampy nature of the country and the fact that the area is segmented by large river systems.

3. KEREMA SUB-DISTRICT:

<u>KEREMA:</u>	<u>D.D.A.</u>	Mr. J. Quinn, A.D.C.
		Mr. A. Meikle, A.P.O.
		Mr. B. Lamont, A.P.O.
		Mr. D. Meakoro, Local Government Assistant.
		Mr. L. Moha, Clerk.
		Mr. K. Hahari, Clerk.
		Mr. P. Ilave, Clerical Assistant.
		Mr. S. Ivara, Interpreter.
		Mr. R. Rovela, Interpreter.
		Mr. Gungadin, Interpreter Patrol.

Other departments' establishments are under the District departmental representatives and hence are not listed here.

IHU PATROL POST:

D.D.A. Mr. K. Wallace, A.D.O. (O.I.C.)
Mr. J. Boyes, A.P.O.
Mr. J. Sauka, Clerical Assistant.
Mr. M. Hahui, Clerical Assistant.
Mr. P. Aihapo, Interpreter.
Mr. P. Haure, Interpreter Patrol.

D.A.S.F. Mr. E. Avaisi, Agricultural Assistant.

P.H.D. Mr. S. Moinuku, Medical Assistant.

POLICE: 7 members under the command of
Constable I/C. WAHI BAUGUL.

EDUCATION: Mr. I. Reed, Headmaster, "T" School.
Mr. P. Shea, Headmaster, Vocational School.

T. & I. Mr. L. Meakoro, Co-operative Assistant.

P.W.D. Mr. M. Moses, Carpenter, in charge of
three carpenters, a plumber and a painter.

KAINTIBA PATROL POST.

D.D.A. Not yet visited.

GENERAL:

This Sub-district under Mr. J. Quinn, A.D.C., has also greatly increased its field days over the past few months. This has resulted in increased activity in rural development projects in the sphere of road construction, however, as with other similar projects in the District, although the people have expressed their enthusiasm towards such projects work only progresses well when constantly supervised by D.D.A. field officers. In the Ihu administrative area the people of the KORIMIRI Local Government Council are busily active constructing a road to the coast and connecting up a number of inland villages. Apart from constant supervision and encouragement from the D.D.A. staff at IHU, much of the credit for the encouraging way in which this work is progressing is due to Mr. OPE OEAKA, the Local Government Council President, who, as well as encouraging the people to work on this road, also gets in and works with them. Road construction work is also progressing in the OROKOLO Local Government Council area of the IHU administrative area but at a slower rate, possibly because much of this road generally follows the coast, and, as the people use the sea as a form of transportation, they cannot see such a need for a road as can the inland people of the KORIMIRI Local Government Council area.

Road work has also been carried out by people of the KABEROPE area of the Kerema administrative area, under constant supervision by a Patrol Officer. I have, to date, been unable to visit this project, but understand that work is progressing well.

In the KAINTIBA administrative area, the people are reputedly working well on various road networks, one of which is planned to reach KEREMA and another, MENYAMYA, in the future. The enthusiasm with which the less sophisticated KUKUKUKU people of the KAINTIBA area are working on their roads as compared with the attitude of the people of the coastal plains is very marked.

The overall impression gained by me in the KEREMA Sub-district is that, although the bulk of the people, especially the more sophisticated ones, are still generally apathetic and disinterested in doing very much to help themselves, small groups of them are beginning to see the need for self-help, and are attempting to prove their willingness to co-operate with the Administration by working. Even though shortage of manpower and the vastness of the area are great problems in any major developmental work in this District, there is definite evidence of a growing awareness by the people for the need to help themselves.

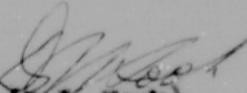
POLITICAL:

The political situation in the KEREMA Sub-District is similar to that existing in every other Sub-District of this District. The nearer the people live to the government stations, the greater their awareness of political matters, and the greater their expression of discontent with the Local M.H.A. for not having brought greater development to their area. However, these people themselves will do little to assist the general development they so much desire. Their unco-operative attitude is manifest in such matters as their refusal to alienate sufficient land to the Administration for a high school at KEREMA.

As with the entire Gulf District there is an immediate need for political education.

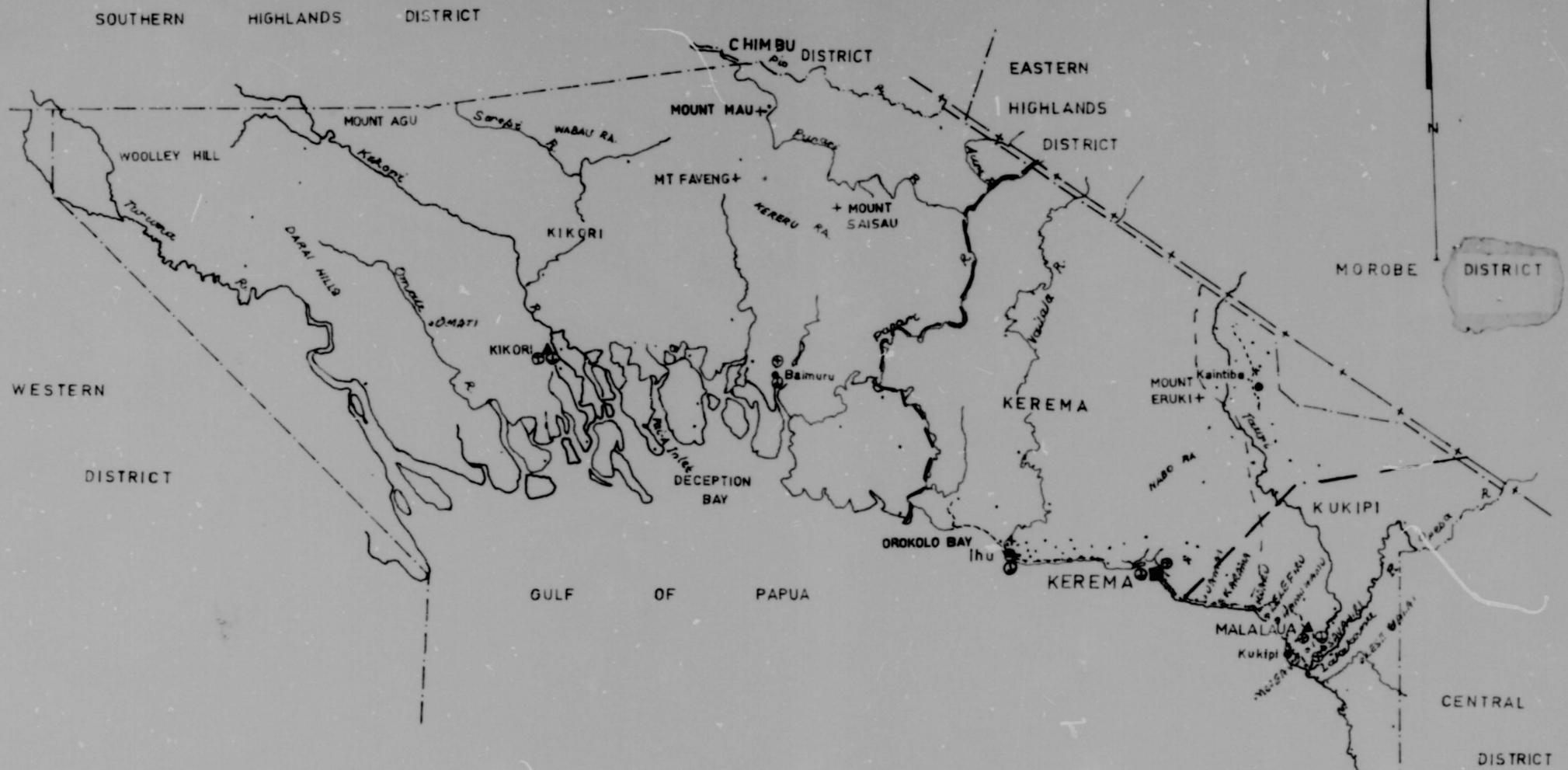
Claim for camping allowance is attached.

For your information and onforwarding please.


(D.J. Hook),

Deputy District Commissioner.

cc: A.D.C., KEREMA.
A.D.C., MALALANA.
A.D.C., KIKORI.



SOUTHERN HIGHLANDS DISTRICT

CHIMBU DISTRICT

EASTERN HIGHLANDS DISTRICT

MOROBE DISTRICT

WESTERN DISTRICT

KEREMA

KUKUPI

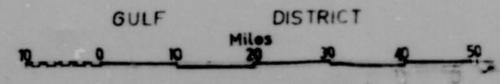
GULF OF PAPUA

KEREMA

CENTRAL DISTRICT

LEGEND

- Population (one dot represents 500 persons)
- Roads (all weather)
- ⊕ Classified Airfield
- ⊙ Harbours
- Roads (intermittent access)
- † Restricted Landing Areas
- ↓ Anchorages
- District Boundaries
- - - Sub District Boundaries
- + - - Territory Boundaries
- District Headquarters
- ▲ Sub District Headquarters
- Patrol Posts





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of.....GULF..... Report No.....KEKEVA PATROL NO. 22.....

Patrol Conducted by.....MR. B. LAUGHT = ASSISTANT PATROL OFFICER.....

Area Patrolled.....PART KABEROPE CENSUS DIVISION.....

Patrol Accompanied by Europeans.....MR. A.P.O. MEIKLE - 13/4/70 to 18/4/70
MR. A.D.C. QUINN - 4/5/70 to 8/5/70
1st CONSTABLES HEROVA and MELLA

Natives.....MR. INTERPRETER G. GIGADIN

Duration—From 13./4/1970 to 22./5/1970..

Number of Days.....40.....

Did Medical Assistant Accompany?.....NO.....

Last Patrol to Area by—District Services...25/3/1970

Medical/19.....

Map Reference.....MILNICH OF KEKEVA.....FOURMIL OF MAIL.....

Objects of Patrol.....1) MAKING ROAD.....2) CHECK AIRSTRIP SITE AT HAWAKAMKA
.....3) FAMILIARIZATION.....4) ROUTINE ADMINISTRATION.....

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....
.....
.....

67-2-30

Division of District Administration,

KONEDOBU, Papua.

17th August, 1970.

The District Commissioner,
Gulf District,
KIRIWA.

KIRIWA PATROL NO. 22/69-70

Your reference 67-2-76/936 of 29th June, 1970.

I acknowledge, with thanks, receipt of Special Report by Mr. B. Lamont, Assistant District Officer, of part KABIROPE Census Division.

Mr. Lamont displayed commendable energy and enthusiasm during his extended stay at IVANA. Very reasonable progress appears to have been made on this road, considering the small population and the food supply problem.

The report, supplemented by full covering comments, provides an excellent picture of the work undertaken.

A good piece of field work.

(T.W. ELLIS)
Secretary,

Department of the Administrator.

c.c.
Mr. B. Lamont,
Sub-District Office,
KIRIWA.
Gulf District.

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Your comments adequately cover all other matters raised in the report.

R. S. Bell
(R.S. BELL)
DISTRICT COMMISSIONER.

cc: The Officer-in-Charge,
Patrol Post,
MAITIBA.

Minute to:

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

The abovementioned report together with covering comments by the Assistant District Commissioner, Kerema, are forwarded herewith.

R. S. Bell
(R.S. BELL)
DISTRICT COMMISSIONER.

Encl.

67-2-80.

(21)

JH/LAM. 67-2-76/936.

KERESA, GULF DISTRICT.

29th June, 1970.

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

KERESA PATROL REPORT No. 22-1969/70 -
PART KABEROPA CENSUS DIVISION - MR. B. LAMONT, A.P.O.

Thank you for the abovementioned Patrol Report.

The report fully covers Mr. Lamont's activities during the patrol and is well presented. Mr. Lamont is to be congratulated on the work completed by this patrol. I am sure his presence in the area was of advantage both to himself and the people with whom he worked.

Although the site at HAWAKAWKA might be suitable as a light aircraft strip site, it would require an enormous effort to construct and would be an unwarranted drag on the sparse population. The Roman Catholic Mission are currently constructing a strip at KANABEA and although it will be some years before this strip is completed, it would be far more advantageous to the area generally for the people of HAWAKAWKA to put their efforts into the construction of the already surveyed and partially constructed vehicular road to KANABEA which is only 5½ hours walk away or approximately 16 miles.

The Deputy District Commissioner has recently inspected the work at IVANA during an inspection of the entire road route to KAINIIBA and he concurs with Mr. Lamont's recommendation that a narrow bench cut is a far more practical approach to the construction of this road at this stage in view of the small labour force available.

I understand from recent discussions with Reverend Father Besson at KANABEA Mission station that he has bullocks for sale from his herd. If you are interested you could possibly contact him direct concerning availability and cost, etc. Such a feast could be walked with no difficulty to MERAPO, slaughtered there and carried to IVANA in 4½ hours as against 7 hours walk from MANURO.

The people from MERAPO should be given work on their own section of the track from MERAPO towards IVANA as absolutely no work has been done on this section to date, apart from surveying the route. By working near their home area, far less time will be wasted in travelling, and food would not be the problem it is at IVANA, as there is a good supply of food at MERAPO. Please ensure that future patrols commence work on this section using the MERAPO people, after consultation with the Officer-in-Charge, KAINIIBA, as they are in his administrative area, and are also involved in work on cutting a bench along the survey line from MERAPO towards HAWAKAWKA surveyed by Mr. Didlick on his patrol from KAINIIBA last December.

KS 67-2-2

JBQ/jq

Sub-District Office.
KEREMA

23rd June, 1970

The District Commissioner,
Gulf District
KEREMA

KEREMA PATROL NO. 22 - 1969/70

Please find attached three copies of the above Patrol report.

2. Comments I wish to make are:-

(a) Introduction

Para. 4

I can most certainly vouch for the state of the weather in the KABEROPE as, when I visited Mr. Lamont in early May, it rained on the way in, rained or drizzled for 41 of the 42 I spent at IVANA, and then rained all the way back.

Para. 6

The rock mentioned by Mr. Lamont did not occur in seams but in isolated lumps in the road cutting. I also thought it to be some form of coal, but it did not burn.

Para. 8

The road is very firmly marked for about 2 miles on either side of IVANA. The marker stakes put in on the remainder of the road down to MURUA are still in good condition.

Para. 9

It can be expected that more gardens will be planted along the road route now that the people know we intend to proceed with the project. It can also be expected that there will be a gradual population movement from outlying areas to the vicinity of the road trace.

Para. 10

The rate of progress does not seem very much but it is more than reasonable taking account of the country and the extremely poor weather conditions. In 83 days Messrs. Meikle and Lamont A.P.S.'s, have built over a mile of road with hand labour and hand tools. P.W.D., with an expensive bulldozer, a compressor, explosives and skilled

(A)

experts, have built about 2 miles of road out from KEREMA - this 'feat' has taken them considerably over 6 months.

Para. 11

I consider that Mr. Lamont is somewhat pessimistic about the workers. The people, and the area, have been almost totally neglected ever since the Administration established itself at Kerema. It is a disheartening experience to sit in the IWAIYU rest-house and see the lights of Kerema twinkling on the coast and then see the village people with nothing except a lap-lap- and a few steel axes and bush-knives; it is even more disheartening to see the people around IVANA, only now gaining some idea of the outside world. IWAIYU is a fairly easy 8 hour trip from Kerema; IVANA is a fairly easy 2 day trip from KEREMA.

The men cannot be expected to change their way of life overnight. They do "tire", but can be kept to the work with firm direction. Every patrol that goes into the KABEROPE demonstrates that the Administration is interested in the people and wants to help them improve their way of life.

Para. 12

During the course of a flight from KAINTEIBA, I carried out an aerial inspection of the HAWAKAMKA site; the pilot of the aircraft considered that it could be developed into a strip suitable for "Islander" aircraft. Approximately 420 yards of gently rising slope is available; possibly a little more could be found at the bottom end. A village church and some houses would have to be moved from the middle of the site.

Advantages of a strip on this site are:-

- (1) It lies at the head of the WENNA River Valley, the most fertile area in the entire KAINTEIBA area.
- (2) It lies almost directly on the present air-route between KEREMA and KAINTEIBA and could be a handy emergency strip.
- (3) It is reasonably close to the road trace, and only 6 1/2 hours walk from IVANA.
- (4) It could provide a strip site reasonably close to the MBIWARI Aid-Post and to a possible school site in that village.

I will ask Mr. Coles, on his forthcoming road patrol to the area, to check on the site himself.

Conclusion

Para. 1

Eight patrols with over 184 days in this area should demonstrate the changed attitude of the Administration.

(12)

Para. 2

It was unfortunate that Mr. Lamont had to act as his own Medical Orderly. I am sure the District Medical Officer will supply a trained orderly to accompany the next patrol to this census division.

Para. 4

Mr. Lamont makes a very good point, which will be acted on. Mr. Meikle is, at present, attempting to arrange a contract with the KANAKAMDI people near MURUA. The idea is to clear a 20' swathe from MURUA inland along the trace with a 4' track dug out or benched. Payment will be on a contract basis, at "so much" per mile. Once the work gets underway, people further inland will be given stretches to do under the same conditions.

Patrol Diary - Wednesday 22/4/70

It had been hoped to obtain a bullock from KWAMBEGA Mission; unfortunately, the Mission had lost 5 beasts in accidents (falls into holes mainly) and had none to spare.

23/4/70

ALL these inland KAMIA people show a great interest in tape-recorders and radios. A radio was taken in by my patrol for use by the roadworkers and the IVANA people.

27/4/70

Land-slides will continue as the road is being cutthrough virgin ground and across slopes of over 50°. The slides just have to be shovelled away but can be expected to decrease as the road and the cutting gain a grass cover.

29/4/70

This case was heard in the Local Court when I arrived at IVANA.

1/5/70

Due to Mr. Lamont's care and attention the child made very good recovery.

14/5/70

The sorcerer received a gaol sentence in the District Court at Kerema when Mr. Lamont returned from patrol.

19/5/70

Mr. Lamont means he conducted a police investigation into these matters; all were/subject /the of further investigations in Kerema and eventual court action.

21/5/70

Mr. Lamont's walking time of 6½ hours between IVANA and MAMURO demonstrates the difference a few days of good weather makes to this track.

Situation Report

As Mr. Lamont was concentrating on road work, and Mr. Meikle had been in the area until 25/3/70, there was nothing to add to the information already gained by the previous officer.

3. Mr. Lamont has submitted a good, well-written patrol report for a first effort. He acquitted himself creditably on this patrol, conducted in difficult country and among people who are quite primitive and somewhat difficult to handle.

4. Claim for Camping Allowance has already been processed.

5. For your comments and onforwarding, please.



(J.B. Quinn)

Assistant District Commissioner

c.c. Mr. B. Lamont,
Sub-District Office,
KEREMA



TERRITORY OF PAPUA AND NEW GUINEA

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

Department of District Administration,
Sub-District Office,
KEREMA.

9th April, 1970.

Mr. B. Lamont, A.P.O.,
Sub-District Office,
KEREMA. Gulf District.

Dear Mr. Lamont,

Instructions - Kerema Patrol No. 22-69/70

As verbally discussed with you, please be prepared to depart on patrol on Monday, 13/4/70 for the KABEROPE census division.

2. Your main duty will be to continue the road work started by Mr. Meikle in Kerema Patrol No. 19 - 1969/70. You should study Mr. Meikle's Patrol Instructions, especially paragraphs 8, 14, 15 and 16 and also have discussions on the work with Mr. Meikle.
3. As you are aware, a Policeman and Interpreter have already gone into the area to advise the people of your arrival and to organise carriers for your movement from MANURO. Arrange with Mr. Sterns for additional police.
4. Mr. Meikle will accompany you in, to introduce you to the local people and explain the work that has already been carried out. You will have a radio with you in order to maintain communications with Kerema. Do not hesitate to use it.
5. You are to give priority to the road section from IVANA to MERAPO; you should be able to supervise two lines working towards each other. A small line can continue clearing the trace down towards Kerema, ensuring that the stakes marking the trace are securely placed in the ground. It is most important that the trace is well marked as we have a long job in front of us.
6. Hold your line to 50 men; a larger line will only disrupt the people. Payment to them should be on a contract basis. Mr. Meikle reported dissatisfaction by the previous line towards their pay rate; as discussed, ascertain if the people would prefer to work for trade-goods or perhaps cattle for a "feast" at the end of their contract. The main thing to remember is that we want the work to proceed with the maximum good-will on the part of the people.
7. Draw an advance for carriers pay etc, before you leave.
8. If you feel the men can carry out the road-work without your direct supervision for a few days, you should endeavour to visit all the KABEROPE villages with a view to explaining Administration policies and holding discussions.

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9. Your patrol should take at least 5 weeks, so ensure you arrange sufficient supplies for that length of time. On present indications, Mr. Hook, D.D.C., and myself will walk in to see you in the week commencing the 20/4/70.

10. I hope you have a pleasant and productive patrol.

Yours faithfully,



(J. B. QUINN).
Assistant District Commissioner

TERRITORY OF PAPUA NEW GUINEA.

(14)

KEREMA PATROL NO. 22 1969/70

REPORT NO: KEREMA NO. 22 of 1969/70

SUB-DISTRICT: KEREMA

DISTRICT: GULF

COUNCIL/NON-COUNCIL AREA: NON-COUNCIL AREA

PATROL CONDUCTED BY: B. LAMONT

DESIGNATION: ASSISTANT PATROL OFFICER

AREA PATROLLED: ~~LOWER~~ KABEROPE CENSUS DIVISION

PERSONNEL ACCOMPANYING PATROL: CONST. 1st CLASS. HEROVE NO. 0457
CONST. 1st CLASS. MELLIA NO. 1641
INTERPRETER MR. GUNGADIN

DURATION OF PATROL: 13/4/70 - 22/5/70 40 DAYS

DATE & DURATION OF LAST PATROL: FIRST PATROL

OBJECT OF PATROL:

- 1) MAKING ROAD
- (2) CHECK AIRSTRIP SITE AT HAWAKAMKA
- 3) FAMILIARIZATION
- 4) ROUTINE ADMINISTRATION

TOTAL POPULATION: 1607

MAP REFERENCE: MILLINEH OF KEREMA

VILLAGE POPULATION REGISTER: NOT INCLUDED.

TERRITORY OF PAPUA AND NEW GUINEA

(13)

KEREMA PATROL NO. 22 - 1969/70

PATROL REPORT

INTRODUCTION

The KABEROPE CENSUS DIVISION or LOWER KABEROPE is a rugged and thickly forested area lying directly to the North of Kerema Bay. It is bounded roughly by a line drawn between the villages of SORI and MANURO to the South, the WENNA and MURUA Rivers to the East, the ALBERT DIVIDE to the N-E, the IVORI River to the North and the LOHIKI River complex forms the western border.

This patrol was mounted primarily for the purpose of having the people of the KABEROPE CENSUS DIVISION continue the work on the KEREMA/KAINTIBA road. This work was started in March, 1970. The road will be a vital link in the opening up of this area which, in the past and due to many factors, has been neglected; but with the work on the road and the continual patrols by the government to improve and supervise the work the people are learning more about the government and its laws. This road has been pegged and surveyed along its entire length from KAJINTIBA to MURUA. So far this road has been cut to form a wide walking and motorcycle track from KAJINTIBA to BEMA, and again from KANABEA to UKUAMINA, which village lies on the north-eastern corner of the KABEROPE CENSUS DIVISION.

The peg line for the road continues southwards and passes close beside the site of the now deserted village of IVANA. The patrol set down in the camp at this spot, and work proceeded North towards UKUAMINA.

The terrain is extremely rugged with innumerable steep, densely timbered ridges, many of which are cut by fast-flowing and shallow streams. This does not allow for easy road construction. Due to this, gradients must be considered, keeping climbs to the necessary minimums and so considerable road distance must be covered to cross a stream or steep-sided valley. The weather on this patrol hampered road progress, most days work was stopped due to heavy rain, and this also caused serious land slides. At times the road was transformed into a fast flowing stream cutting gutters across it.

The climatic conditions are enjoyable, the mornings are usually warm and dry and the afternoons are wet. The nights are quite cold after the rain has ceased.

The vegetation is dense rain forest with tall, straight trees, closely covered with mosses and lichens, and much undergrowth and vines. The soil is a heavy clay, without traces of other soil constituents. Along the road we did experience a very soft black-brown rock, but it failed to burn when dried out. I had thought it may have been an early formation of coal, but now doubt it very much.

The actual work on the road was done by the men from the villages close by IVANA. The tools used were axes, spades, picks, mattocks, crowbars, bush knives and shovels. Most of the men were from villages less than one day walk from IVANA. These villages were WAMDE, MEIWARF, IVANBU, MELARPU, GWAIMINA and EMBOYA. A few others came from villages further afield, such as FANBA, MEIWARI, PAINA, YAWAIMUNGO and TIMBAINGAUWA. All told, the men totalled at best 55 in any one week, but they were never the same 55. Each village official present kept his own men working, and this appeared to work satisfactorily.

The survey pegs, stout wooden stakes about five feet in length were driven into the ground about 20 feet apart. The bush was cleared from around the pegs, and all pegs painted red both along the North and South lines. A straight line was dug between adjacent pegs - the pegs forming the outside edge of the road. The ground was dug out and to a horizontal width of at least 12 feet, this was achieved along the entire route followed. Although the previous patrol had experienced some large boulders, we were more fortunate and the going was reasonably easy. All ground and vegetation was thrown clear over the hill-side (down) of the road.

Due to the small line I did not encounter any problems due to food shortages. I continued the instructions that were given to the people in October, 1969, that is, to plant gardens along the peg line and close to the road so that food does not have to be carried far before reaching IVANA. There were a few gardens being planted, but these are only made after the road has been cut and labour has moved clear of the area.

Rate of progress on the road varied each week, but averaged out at around 100 yards per week. Work was only slowed down due to most weekends extending into long weekends, and only the main body of men present from Tuesday noon until Friday noon. Men would then go bush and not return, regardless of what was said to them they still disappeared into thin air at noon Friday. The numerous land-slides did not slow progress down greatly.

In the main the men were reasonable workers once they were at the work site. I feel that they are not the most enthusiastic and are much like their coastal friends "we want it but the government to do the hard work, we want the money." There were many talks and discussions on the road work, and work and laws of the government. All village officials seemed to want the road but did not seem strong enough to keep their men working without constant supervision by myself.

While out in the field a small patrol was mounted to walk to HAWAKAMKA to inspect the possibilities of an airstrip at this village. This seems to be a feasible project, the length is a little in doubt but all else looks good. During talks with the people they appeared quite enthusiastic about the possibilities of the strip. Talks and discussions were also held at GWAIMINA, as the patrol stopped over in the village for two nights.

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Conclusion:

From talks and discussions with the people from all parts of the Kaberope Census Division that were present at the road camp, I gathered that they were all very pleased to see that the government was now making a conscious effort to help them improve themselves.

All men and women were willing to accept medical treatment even though a Medical Orderly was not present and I had to act as such.

I feel certain that as long as we can keep a continual "eye" on the road work we will soon have the people settling down to a more steady life, and not so prone to get up and wander on impulse. With the road going on ahead, the people are becoming to see that they will be the benefactors not the government.

One small point that I would like to make re the construction of the road is: We could be better off cutting a 4 foot wide bench the complete length of the peg line MAMURO - KAINTEIBA; this would have a number of advantages. It would give all a new walking track, cutting walking times considerably, the people would see that we mean to finish the road, we would be able to cut the bench in one quarter the time that we are taking now to cut the 12' wide bench, and, another point, if the people wanted they could work on the road unsupervised after the bench was cut. With the bench cut there would be no worry of then shifting the peg line and the eventual road.

The patrol was successful in that 500 yards of road was completed by a small number of men. The people also had strengthened in their minds that the government meant to help them and that this would be on the basis of the peoples' self help. Continual road patrols and discussions will/the people understand our alien ways and those of their own House of Assembly.

/help

TERRITORY OF PAPUA AND NEW GUINEA

KAREMA PATROL NO. 22 - 1969/70

PATROL DIARY

Monday, 13th
April, 1970:

To office, then to the beach to depart for MAMURO 9.30. After a slow boat trip arrived MAMURO 11.35 am. Met by Mr. Gungadin and 2 carriers. Left MAMURO at 1 pm, after 1 hrs 20 mins Mr. Meikle and I arrived at IAWANGENI. Cargo line arrived 3.55pm. Purchased food for carriers Overnight IAWANGENI.

Tuesday, 14th
April, 1970:

Departed IAWANGENI 7.05 direct for IVANA, leaving policeman and cargo line to follow. Mr. Meikle set a quick pace, crossed the first peg line at 10 am, re-crossed it many times during the day. Rested at the third stream. No sign of cargo line. At 2pm were caught by heavy rain, but no deterioration in walking conditions. Arrived IVANA campsite 4pm, wet and cold. Only 2 boxes came in that night, escorted by Const. MELLA Overnight IVANA.

Wednesday, 15th
April, 1970:

At 8am inspected the road with Mr. Meikle. Surfaces looked good, although there had been a few large landslides during his absence. Then returned to camp and marked trees to be removed for improvement of drop-site. Remainder of cargo line into camp by 1.30, but not all cargo. Dispatched more carriers to go back and return with the remaining boxes, they returned 6.35. Arbitrated some minor offenses. Overnight IVANA.

Thursday, 16th
April, 1970:

At 7.30 attended to a few minor injuries to cargo line. Inspected work on drop-site and instructed 2 men to start clearing a garden area, where I hoped to show people how to plant and care for European type vegetables. Cargo line paid off at 11.30. Attended to cut foot of man working on drop-site. Afternoon spent at work on drop-site, by nightfall all trees felled, and site looked good for drop. Overnight IVANA.

Friday, 17th
April, 1970:

At 8am conversation by radio with A.D.C. Quinn. Saw Mr. Meikle off campsite at 8.45 - weather good. 20 men began clearing landslides, self attended to minor cuts and various sores all morning. Had new shelter constructed near tent for medical aid centre. Conversation with A.D.C. Quinn 3.30 - requested more medical supplies. Purchased taro and sweet potato. Work finished on road 4.45. Evening talk with village officials on payment for road work. Overnight IVANA.

Saturday, 18th
April, 1970:

Attended to siak at 7.15. 7.30 Const. Herave and Mr. Gungadin left to walk to MERAPO to talk and encourage men there to come and work on road. Self walked to North peg line to survey work ahead. Returned camp 11.50. Overnight IVANA.

(9)

Sunday, 12th April, 1970: Observed. Overnight IVANA.

Monday, 20th April, 1970: 19 men appeared for work 7.30am. Attended sick until 8am. Radio conversation with A.D.C. Quinn who told me of visit by Radio Kerema personnel - leaving Kerema today. Finished sick parade 9.10 and worked on road until noon. Rock faces left as they were slowing progress. Tested spare batteries for A-510, all weak. Back to road until 4.30 when heavy rain stopped work. 1st Const. Herave and Gungadin returned with 21 men. Overnight IVANA.

Tuesday, 21st April, 1970: 7am. began organizing men for road work, all ready by 7.45am. No landslides overnight although heavy rain. Worked on road until 9.30, then back to camp for sick parade. More new men from MERAPO and UKUAMINA arrived during the lunch hour. Pm. walked along Northern peg line and painted all pegs for easy tracing. Work stopped 4.30 due to heavy rain. Men from MERAPO complaining that they want to work only around their village, if at all. Purchased more food. One man left camp after finding that he had to work to claim payment. Good road progress made today. Overnight IVANA.

Wednesday, 22nd April, 1970: 48 men started work at 7.15am. Radio conversation with A.D.C. Quinn 8 am - reception good. Attended to sick until 10.05. To road, then returned with one man with deep cut above eye and another with an axed foot. Pm. returned to road work, Radio Kerema patrol arrived 3.05 pm. Took Mr. Kahi Vila to inspect road work. Mr. Gungadin returned from cutting around the Southern peg line and painting all pegs. Road work finished at 4.30. Assembled all village to talk about lack of food, also got their views on payment for road work - a bullock was their reply. Overnight IVANA.

Thursday, 23rd April, 1970: Road work commenced 7.15 am, all men happy. Informed Kerema that Radio Kerema patrol had arrived and that work was going well. Attended to sick until 9.35. Escorted Mr. K. Vila along road where he interviewed workers. After lunch spoke with men on the road concerning lack of work with the rate of pay they expected. Road work finished 4.30, then inspected garden, decided that it needed draining. Radio Kerema taped each village group having their sing-sing. Overnight IVANA.

Friday, 24th April, 1970: Arranged for 5 carriers to assist Mr. K. Vila back to Kerema. Mr. Gungadin accompanied the patrol out. 38 men at work on the road at 7.45. Radio conversation with A.D.C. Quinn at 8 am - arranged for some supplies to come in with cargo line. Radio Kerema patrol departed 8.40 am. Village Constable from MERAPO worried about money - I am not happy about this man and his lack of interest and control over his men. Road work until noon. After lunch, road work progressed

8

until 3.30 when heavy rain stopped work. Most people left camp for home villages. Overnight IVANA.

Saturday, 25th
April, 1970:

Attended to sick in am. Overnight IVANA.

Sunday, 26th
April, 1970:

Observed. Overnight IVANA.

Monday, 27th
April, 1970:

31 men at work by 7.30am. Sick parade until 8 am. Contacted A.D.C. and found that he is to visit next week. Further sick parade until 8.45. Road work until noon - one bad landslide over the weekend. two men put to work at cutting bush from along the northern peg line. After lunch split the line into two groups, one to work away from the other, in the hope of creating friendly competition, to speed work up. Work finished at 4.30 when heavy rain fell. Overnight IVANA.

Tuesday, 28th
April, 1970:

48 men at work by 7.30 am. Few sick today so finished parade at 8.05. 2 hours spent planting seeds in the garden in company with village officials - am hoping that they will learn something of my ideas. 10.30 walked along the road. Spent afternoon on road, keeping the men working. Heavy rain again stopped work at 4.15pm. Mr. Gungadin arrived at 4.30 with 2 cargo boxes for me from Kerema. The rain tonight is the heaviest I have experienced for many years. All men are planting Taro and other crops along the completed road sections. Overnight IVANA.

Wednesday, 29th
April, 1970:

With Mr. Gungadin again back in camp I have several problems brought to me before breakfast. Merarpo V.C. was again the main problem. Radio conversation with A.D.C. Quinn advised that I am to be back in Kerema by May, 25th. Sick parade until 9.05am. At 10.15 and old man presented with a story concerning an attack on a woman at IVANA Village. 1st Const. and Gungadin were dispatched to check and return with the attacked and witnesses back for questioning. Road work was good all morning, rain stopped work for the day at 1.45. Rain continued throughout the night. 1st Const., Gungadin and 5 people returned at 6.15. Had short talk with them and decided to continue in am. Overnight IVANA.

Thursday, 30th
April, 1970:

All men at work 7.30. Attended to sick until 8.15 - a large number this morning. Down to road at 9.45, after contacting Kerema. 10 landslides overnight, 3 very large. Work continued well until noon. Interviewed the woman that was brought into camp last night, was satisfied that there was enough information to warrant him remaining in the camp until A.D.C. Quinn arrives. Heavy rain 3.30 stopped all road work. At 5pm I assembled all village officials and let off some steam concerning their lack of progress on the road. There was a mixed reaction to this - some wanted to work ~~from~~ towards MURUA so that they

could try and obtain a rubber block. I agree with them on this point. Talk finished 6.30pm. Overnight IVANA.

Friday, 1st
May, 1970:

All men at work within 10 mins. of the whistle, after last nights talk. Attended to a few medical cases until 8am, when had radio conversation with A.D.C. Quinn - asked to send carriers to MAMURO over weekend as he required them Monday a. Road work progressed slowly till noon. Rain cut short work at 2.15. 3.20 - rounded men up and work re-commenced. At 4 pm a small child was brought into camp, with burnt area over large portion of posterior. Contacted Dr. Walker concerning treatment. Work ceased at 4.30pm. Road work has not progressed very fast this week, due to heavy rains. Overnight IVANA.

Saturday, 2nd
May, 1970:

Attention to sick at 7.30 am. 8am radio contact with Mrs. Quinn, regarding correct procedure for the giving of intramuscular injections. Radioed again 10.15 re same. Mr. Gungadin and 4 carriers departed 11am. Inspected my garden and found 10 beans germinated. Washed burnt child 1pm and 4 pm. Overnight IVANA.

Sunday, 3rd
May, 1970:

Bathed the burnt child 3 times today. Observed. Overnight IVANA.

Monday, 4th
May, 1970:

Bathed the burnt child 7.30am. Attended to some cuts until 8 am. Radio conversation with Mr. Quinn at 8 am. Finished sick parade by 8.30. Went out on road and found only 15 men on the job - work slow until noon. 1st Const. OPA had diarrhoea. Road work finished 4.45pm - no rain today. Overnight IVANA.

Tuesday, 5th
May, 1970:

7 am - took names of all workers present, spoke to them regarding lack of work. Attended to sick until 9.05, then road work till noon. Rain during the lunch hour, delayed work until 1.30. 2.30 - first sign of Mr. Quinn and party. Arrived 3.25pm. soaking wet. Walked along the Northern section of the road. Work stopped at 4.45 - 48 men present. Progress quite good today. Overnight IVANA.

Wednesday, 6th
May, 1970:

All men at work 7.30 - 22 land slides overnight, 3 of them blocking the road, this upset the men a little but we pushed on. Light drizzle all today. Finished sick-parade 8.30, only a few this morning. Sat in on Courts all morning. Driving rain during the lunch hour delayed the pm start until 1.30pm. Talked to two men about walking to KWAMBEGA and FANBO, they will leave tomorrow am. Spoke with all village officials concerning work after we leave the camp. Work finished 4.45pm. Overnight IVANA.

Thursday, 7th
May, 1970:

Poor start to the day with drizzle and mist. Collected all village officials together 7.30 and Mr. Quinn spoke to them until 8.15 am. Saw Mr. Quinn off at 8.45 in very bad weather. Then returned and carried out medical work until 10am. Saw two men off to KWAMBEGA and FAMBBA. Work on road until noon. Heavy rain stopped work until 2.15, and for the day at 3.30. Woman came in for Court, but as Mr. Quinn has returned to Kerema I will take her back to Kerema. Spoke with village officials about road work. 4.45 a man presented with a mess of foot ulcers, which I washed and bandaged. Overnight IVANA.

Friday, 8th
May, 1970:

55 men at work by 7.15am. Sick parade until 8 am when had radio contact with Kerema. Finished sick parade at 9.20 am. Worked on the garden until noon. Pm walked along road and explained to men that they would have to cut to and set peg along the peg line. I took the village officials along and showed them the distance. Men seemed to think that they could do this far easily. Work stopped 4.30 due to heavy rain. Overnight IVANA.

Saturday, 9th
May, 1970:

Heavy rain all night. Attended to many sick - mainly women and children this am. Spoke to Mr. Quinn 8 am regarding the treatment for ulcers. Finished sick parade 9.30 am. No sign of cargo that left MAMURO 11.30 on 8/5/70. Heavy rain again all afternoon. Overnight IVANA.

Sunday, 10th
May, 1970:

Attended to man with ulcerated foot. Purchased some food during the day. Mr. Gungadin went to try and find the cargo today, returned 8.30 empty-handed. Overnight IVANA.

Monday, 11th
May, 1970:

Only 8 men at work on the road this am - 7.15 - a cold, driving rain. Sick parade until 8 am, when spoke with A.D.C. Quinn regarding the missing cargo. Work on road until 4.30. Progress very slow today, but little can be done with 8 men. Spoke to the 3 village officials present, telling them that no bullock would be available for their pay, they then wanted money. Men retruned KWAMBEGA 5.30 pm. Had talk with 1st Const. HEREOVA concerning the possibility of strting a line at MAMURO and working his way up - he thinks it would work. The most severe electrical storm I have witnessed for many years tonight. Overnight IVANA.

Tuesday, 12th
May, 1970:

20 men started on road by 7.20am. Almost out of food, no men returning with any. Finished sick-parade at 7.45, radio contact with Kerema. Work progressed slowly until noon. Spoke again to ABC Kerema to inform him that no cargo box had been returned as yet. Work finished on the road at 4.45 pm. Steady rain set in at 5.20pm and cont. through the night. Overnight IVANA.

5

Wednesday, 13th
May, 1970:

23 men at work this am - weather getting, drizzle and much talk about landslides. Spoke with ADC Kerema at 8 am concerning the non-arrival of the cargo box. Work stopped at 11.30 due to rain, recommenced 1.25pm, stopped for the day at 3.40pm. At 4.15 spoke to all men about work on the road, pay and the possibility of a paid line starting at MAMURO. I also expressed a wish that they return any tools "borrowed" or else they would be in trouble. 6pm Gungadin and 2 men arrived back with the cargo box, all in order. Men instructed by Mr. Quinn to bring it to IVANA had gone walkabout from MAMURO. Paid cargo boys. Heavy rain. Overnight IVANA.

Thursday, 14th
May, 1970:

40 men at work by 7.30am - day dry and warm. No medical cases today. Spoke with ADC Quinn at 8.30 advising of arrival of cargo box and that I was going to HAWAKAMKA on Friday. Planted vegetable seeds and found that 2 of the bean seedlings had been eaten off. Counted tools and found large number to be missing; informed all present of the consequences if found with tools that belonged to the Government. Work finished at 4.45pm. 7pm two men reported in from TIPAWGAWYA about sorcery. Village Constable will leave tomorrow to bring the sorcerer back/ Overnight IVANA.

Friday, 15th
May, 1970:

Gungadin and I left IVANA 7.10am for GWAIMINA, one hour later we were on the ridge behind IVANA and could see KEREMA clearly. Track easy going, from this lookout point we could pick our way down to a stream which we followed for 20 mins (init most of the time), then climbed steadily till arrived at old drop site used by Fr. Michellod, time being 9.50 am. Left at 10.10, walking track good. 12.10pm arrived at HONDAWARA. Went downhill and then up and around the side of the range. Arrived at the road at 12.50, and after waiting for Gungadin walked into GWAIMINA at 1pm. Given plenty of food by V.C. - cargo boys arrived 1.25. Spoke with the people for a while; heavy rain at 3.30pm. Overnight GWAIMINA.

Saturday, 16th
May, 1970:

Out of bed 5.15am, left for HAWAKAMKA 6.25 in bright sunshine. Followed road for 15 mins, then struck off into the bush, this was repeated many times, finally following the road to the WENNA River, arriving at 7.10am. All across by 7.15. Climbed steadily to arrive at HAUWAGABIA 7.25. Continued to climb till at 8.10am had a tremendous view of HAWAKAMKA and the valleys both sides. I took compass readings on GWAIMINA 197° and HAWAKAMKA 38°, left here at 8.20 for the descent to HAWAKAMKA, still following the road. Arrived at ENDEWA river at 8.50am, all across by 8.55am. Still following the road we sighted HAWAKAMKA, arrived at 9.20 feeling rather tired.

About 100 people present. Measured the proposed airstrip and took bearings of surrounding ranges. Strip 429 yards long and more could be scraped at a pinch. It is a steady, even climb and varies in width from 25 yds to about 60 yards. All people want an airstrip. Purchased some food and listened to the people. They want an officer to stay at least a day every time they come; resthouse and police barracks are new and very good, and have a commanding view. Left at 11.05am for GWAIMINA, arrived at ENDEMA River at 11.35. I was tiring quickly, rested many times until arrived at HAUWAGABIA at 1.20 pm. Climbed down to the WENNA River at 1.35, all across by 1.40pm. At this stage I was alone, rested twice in next 1 1/2 hours, arriving at GWAIMINA at 3.50pm, very tired and sore footed. Gungadin and others arrived at 4.05 Overnight GWAIMINA.

Sunday, 17th
May, 1970:

Out of bed 5.30am, left GWAIMINA alone at 7.30am, following the same track that we took on Friday. Arrived at HONDAMARA at 7.50am, rested for 5 mins. then pushed on to reach the drop site by 9.45am. Rested until Gungadin arrived at 10.15, then set out for IVANA. At 11.17 I fell about 30 feet into the EWEARU River, not hurt, so went on following river for 30 mins., climbed until we reached the top of the ridge behind IVANA at 12.30. Rested for 10 minutes, and at 12.30pm left for IVANA in driving rain. Fell a couple of times, but finally reached IVANA at 1pm., wet and tired. Cargo boys arrived at 3.45pm. During my absence V.C. from FAMBA arrived, filled in his Village book. Issued V.C. uniform to V.C. from GWAIMINA. Overnight IVANA.

Monday, 18th
May, 1970:

Up 6.30 very stiff and sore. 45 men at work by 7.45am. Radio conversation with ADC Kerema at 8 regarding my departure from IVANA. Work stopped on road at 9.40 due to heavy rain. After work I spoke with all village officials concerning laws and work of the government. This finished at 6pm. 6.30pm MEIWARU V.C. came in with the accused sorcerer from TIMPAINGAUWA. Man brought in accused of beating his wife, also. Overnight IVANA.

Tuesday, 19th
May, 1970:

Checked names of all (48) present today, some new and some of the originals. I then sat on three cases, sorcery, adultery and beating, finishing at 11.35am. To road until noon. Work continued in pm at a steady pace. Work finished at 4.45pm. Only a few medical cases this am. Cargo line ready for departure tomorrow. Overnight IVANA.

Wednesday, 20th
May, 1970:

Organized departure of cargo line, and all men for the court hearings in Kerema. Line left at 7.45 escorted by Corporal. Radio conversation with ADC Kerema at 8 am. All men at work on road by 7.45am. I spent am cleaning and counting all tools in the tent. To road, measured the completed section and called all men back to camp to finish tool counting and payment for all road work. 450 yards of road completed. Men paid 50 cents per head, all appeared pleased with this. Overnight IVANA.

Thursday, 21st
May, 1970:

Breakfast 6 am and organized closing up of the camp before our departure. Left IVANA at 6.55am, leaving cargo boys and Village Constables to follow when ready. Sighted camp for last time at 7.45am. Arrived at the old campsite of Mr. Overland's at 9.25am. 11.35 caught up with the cargo line from IWAYU. and pushed straight onto MAMURO, arriving at 1.10 pm. Cargo line came in at 2.45. V.C. from MAMURO prepared rest house. Overnight MAMURO.

Friday, 22nd
May, 1970:

Paid cargo line off, and also paid some of their number for work on the road at IVANA. Boat arrived from KEREMA at 11.15am. Self left with the cargo boxes and Mr. Gungadin at 9.55am. Boat returned to MAMURO to collect the people for court appearances, with Const. HEROVO, and back to KEREMA, arriving at 3.15pm. Patrol was then stoc down.

END OF PATROL

(2)

TERRITORY OF PAPUA AND NEW GUINEA

KOROMELA PATROL NO. 22 1969/70

APPENDIX "A"

REPORT ON PATROL PERSONNEL

CONSTABLE 1st CLASS
HEROVE . REG. NO. 9457

A man of much experience,
initiative and very capable.
He was of great assistance on the
patrol.

CONSTABLE 1st CLASS
MELIA. REG. NO. 1641.

Reasonable man for patrol work
but not overkeen to work.

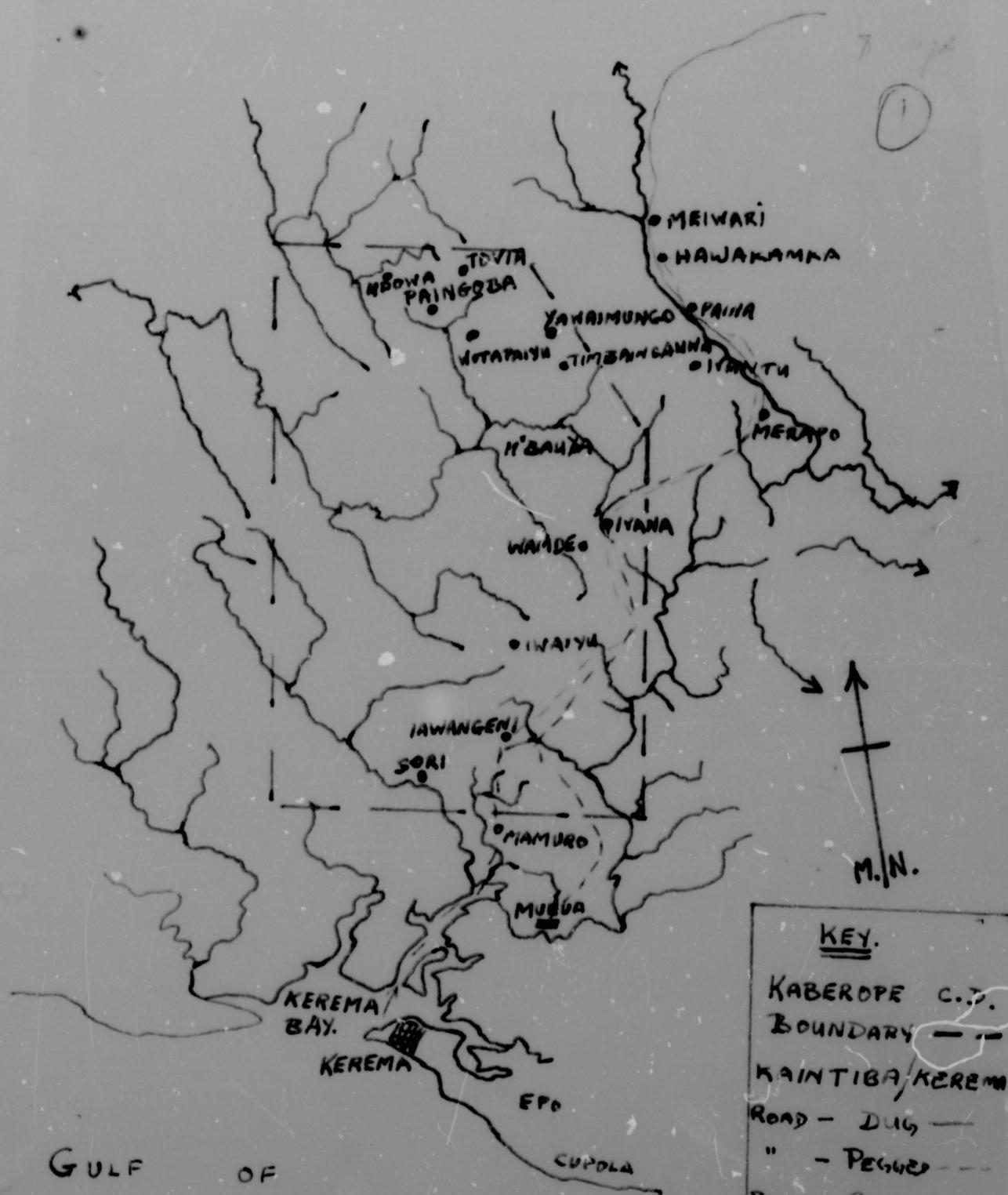
INTERPRETER
GUNGADIN.

Cheerful and hard-working, always
a willing helper.

Comments on Police have been extracted for inclusion in
Records of Service and R.S. Form 1.



B. Lamont
Assistant Patrol Officer





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA No. 23-1969/70

Patrol Conducted by A. J. HEIKLE, PATROL OFFICER IN TRAINING

Area Patrolled LOWER KASEROPE CENSUS DIVISION

Patrol Accompanied by Europeans MR. B. LAMONT, A.P.O.

Natives Const. 1st Class MELLA, No. 1641

Duration—From 13/4/1970 to 18/4/1970

Number of Days FIVE (5)

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 10/2/1970 - 25/3/70

Medical as above / 19.....

Map Reference FURNIL OF WAU, MILLING OF KEREMA

Objects of Patrol TO ASCERTAIN AND LOCATE TO INANA ROAD CAMP, SETUWA HILL

IN AND RETURN TO KEREMA

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

.....

.....

.....

67.2.68

(11)

GFB:SK

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

67-2-58

19th May, 1970

The District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL NO. 23/62-70.

Your reference 67-2-76/616 of 7th May, 1970.

2. I acknowledge with thanks receipt of Special Report by Mr. A. J. Meikle, Assistant Patrol Officer, of part Lower Kaborope Census Division.
3. It appears from the entries in the Diary for 14th April, 1970, that Mr. Meikle is unaware, or has ignored, Chapter VI of the Handbook of Departmental Standing Instructions covering the conditions of employment of carriers. Except in cases of emergency, carriers are not to be required to carry for more than 8 hours in one day. I do not consider that this particular trip was in any way an emergency. Please ensure that Mr. Meikle observes this instruction in future.
4. I have no other comments.

(P. W. Ellis)

Secretary
Department of the Administrator.

c.c. Mr. A. J. Meikle,
Sub-District Office,
Gulf District,
KEREMA.

67.2.68

(10)

DJE/KAM. 67-2-76/616.

KEREMA, GULF DISTRICT.

7th May, 1970.

SA

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

KEREMA PATROL REPORT No. 23-1969/70.

The above report is to hand. Your comments adequately cover this short report.

The matter of issue of a first aid kit to patrols travelling in areas where there are no Aid Posts and where people are engaged in road construction work, which normally results in cuts and bruises, has been taken up with the District Medical Officer.

Claim for Camping Allowance is attached for payment.

A. S. Bell
(A. S. BELL)
DISTRICT COMMISSIONER.

cc: District Health Officer, KEREMA.

Minute to:

The Secretary,
Division of District Administration,
Department of the Administrator,
WONEDOBU.

The abovementioned report is forwarded yours herewith in duplicate.

(A. S. BELL),
DISTRICT COMMISSIONER.

Encl.

KS 67-2-2

Sub-District Office,
KEREMA.

28th April, 1970.

The District Commissioner,
Gulf District,
KEREMA.

Kerema Patrol No. 23-1969/70

Please find attached three copies of a Patrol Report submitted by Mr. A. Meikle, A.P.O. together with copies of a claim for Camping Allowance.

2. This short patrol was mounted so that Mr. Meikle could accompany Mr. Lamont to the IVANA road-camp, show him the work required and settle him into the area. Comments I wish to make are :-

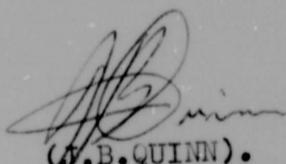
(a) Diary - 15/4/70 and 16/4/70 "Courts" mentioned by Mr. Meikle are Police Investigations into an "adultery" case and two "unlawfully striking" cases. Local Court hearings will be conducted during my visit to the area next week.

(b) Diary - 16/4/70 The Medical Officers refusal to issue a small medical kit to the road-camp is highlighted by this accident.

(c) Patrol Report - Item 3 Continual supervision of this project appears to be necessary in the initial stages.

3. A voucher for adjustment of Mr. Meikles previous Camping Allowance claims is also attached.

4. For your comments and onforwarding, please.



(J.B. QUINN).
Assistant District Commissioner

Sub-District Office,
KEREMA.

KS.67-2-2

13th April, 1970.

Mr. A. Meikle, A.P.O.,
Sub-District Office,
KEREMA.

Dear Mr. Meikle,

PATROL INSTRUCTIONS - KEREMA 23-1969/70.

My discussions with you refer.

Please accompany Mr. B. Lamont in to the Kaberope,
settle him into the Ivana road-camp and then return to Kerema.

Yours faithfully,

(J.B. QUINN,)
Assistant District Commissioner.

KB 67-2-2

Sub-District Office,
KEREMA.

28th April, 1970.

The District Commissioner,
Gulf District,
KEREMA.

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4. For your comments and on forwarding, please.



(J.B. QUINN).
Assistant District Commissioner



TERRITORY OF PAPUA AND NEW GUINEA

(5)

Telephone

Department of District Administration.

Telegrams

Sub-District Office,

Our Reference ES 67-2-2

MEREMA.

If calling ask for

Mr.

13th April, 1970.

Mr. A. Meikle, A.P.O.,
Sub-District Office,
MEREMA.

Dear Mr. Meikle,

Patrol Instructions - MEREMA 23-69/70

My discussions with you refer.

2. Please accompany Mr. B. Lamont in to the Kaberope, settle him into the Ivana Road-Camp and then return to Merema.

Yours faithfully,

J. P. ...
Assistant District Commissioner

(4)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 23-1969/70.

REPORT No.: KEREMA No. 23-1969/70.

SUB-DISTRICT: KEREMA.

DISTRICT: GULF.

COUNCIL/NON-COUNCIL AREA: NON COUNCIL AREA.

PATROL CONDUCTED BY: A.J. MEIKLE.

DESIGNATION: ASSISTANT PATROL OFFICER.

AREA PATROLLED: LOWER KABEROPE CENSUS DIVISION.

PERSONNEL ACCOMPANYING PATROL: NIL.

DURATION OF PATROL: 13.4.70 to 18.4.70 - 5 days.

DATE AND DURATION OF LAST PATROL: 10.2.70 to 25.3.70 - 43 days.

OBJECTS OF PATROL: To accompany Mr. B. Lamont's patrol in to the Iyana road camp.

TOTAL POPULATION: 1607

MAP REFERENCE: MILINCH OF KEREMA : FOURMIL OF WAU.

VILLAGE POPULATION REGISTER: Not enclosed.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 23-1969/70.

PATROL DIARY.

Mon. 13.4.70

To office where patrol gear and policeman were collected ready for departure. Mr. B. Lamont A.P.O., Police Constable 1st Class and self left Kerema beach in Hercules dinghy at 0930 but returned after a few minutes travelling as we discovered we had left behind the Village Constable from M'BAUYA who was to accompany us. Finally left KEREMA at 1005 hours. Arrived MAMURO 1135 hrs. Interpreter GUNGADIN waiting and carrier line arrived soon after so were on our way from MAMURO at 1300 hrs. Easy walk to IAWANGENI where we arrived at 1420 in drizzling rain. Overnight IAWANGENI.

Tues. 14.4.70

Left IAWANGENI at 0705. Mr. Lamont and self travelling ahead with Gungadin and policeman coming behind with carrier line. Travelled quite well till 1400 hrs. when torrential rain started - which was to last all afternoon. Arrived IVANA camp site at 1600 hrs. tired and very wet. Four carriers with two boxes and the Corporal arrived about 2000 hrs. Remainder of carrier line spent the night in the bush. Early to bed. Overnight IVANA.

Wed. 15.4.70

0800 Mr. Lamont contacted A.D.C., Kerema by A.510 radio. Then out to inspect both sections of the road with Mr. Lamont and to acquaint him with the situation. Quite a bit of weather damage noted on southern section of road. Also noted that despite assurances on my departure after my last stay of continued work on the road that no more work had been done. Inspected air-drop site and marked out trees that would need to be cut. Remainder of carrier line had still not turned up by lunch time so sent off a "search party" to round them up. General clean-up camp area during afternoon. Remainder of carrier line - plus "reserves" - struggled in about 1830 hrs. Complained it was too far!! Heard

Wed. 15.4.70
(Cont'd.)

"Court" re adultery at 1930 hrs. Afterwards talked with the two road bosses for some time. Overnight IVANA.

Thurs. 16.4.70

0800 assembled carrier line and paid them off. Heard two more "Courts" during the morning, while Mr. Lamont administered First Aid as required. Men organized to work on clearing air-drop site. One casualty when a man cut his ankle with an axe - Mr. Lamont and self rendered First Aid. Heavy rain fell during afternoon. Retired to bed early feeling feverish and "off-colour". Overnight IVANA.

Fri. 17.4.70

Mr. Lamont spoke with A.D.C., KEREMA, advising him of my intended departure this morning and arranging for a boat for me at MAMURO. Mr. Lamont saw me "off the premises" at 0850. Track pretty wet and muddy but as I was travelling light, made good time - carriers kept up with me. IAWANGENI sighted at 1400 hrs. and arrived at IAWANGENI at 1550. Rested for a short while and decided to push on to MAMURO, as carriers still going well. Left IAWANGENI at 1605 and arrived MAMURO at 1730. Spent a wretched night in the half completed new rest house - still feeling none too well. Overnight MAMURO.

Sat. 18.4.70

Up at first light and packed ready to leave by 0800. However sat around waiting for the boat which arrived at 1045. Left MAMURO 1120 and arrived KEREMA 1230.

END OF PATROL.

(1)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 23-1969/70.

PATROL REPORT.

This patrol was mounted for the sole purpose of accompanying Mr. Lamont, A.P.O., to the IVANA road camp site, to introduce him to the people and the area, to acquaint him with what has been done and what will be required as far as continuing work on the IVANA section of the KAINIIBA-KEREMA road. And then to return to KEREMA.

All these points were carried out without any bother and I can only add brief comments regarding some points noted on this short special patrol.

(1) I was pleased to note that, in view of the increased "traffic" between MAMURO and the KABEROPE of late, ~~the people of MAMURO and the KABEROPE of late,~~ the people of MAMURO have at last got down to building a new rest-house and to attending to the track leading out of MAMURO, also the "bridges" thereon. All this after several requests, from this officer, at least.

(2) After consultation with the pilot of the plane which carried out the air-drop at IVANA (see KEREMA Patrol Report 19-1969/70. Patrol Diary of Fri. 6.3.70) several trees were removed round the air-drop site at IVANA in preparedness for any necessary air-drop in future. This will enable a much lower, much slower approach by the aircraft and consequently a much higher salvage of dropped supplies.

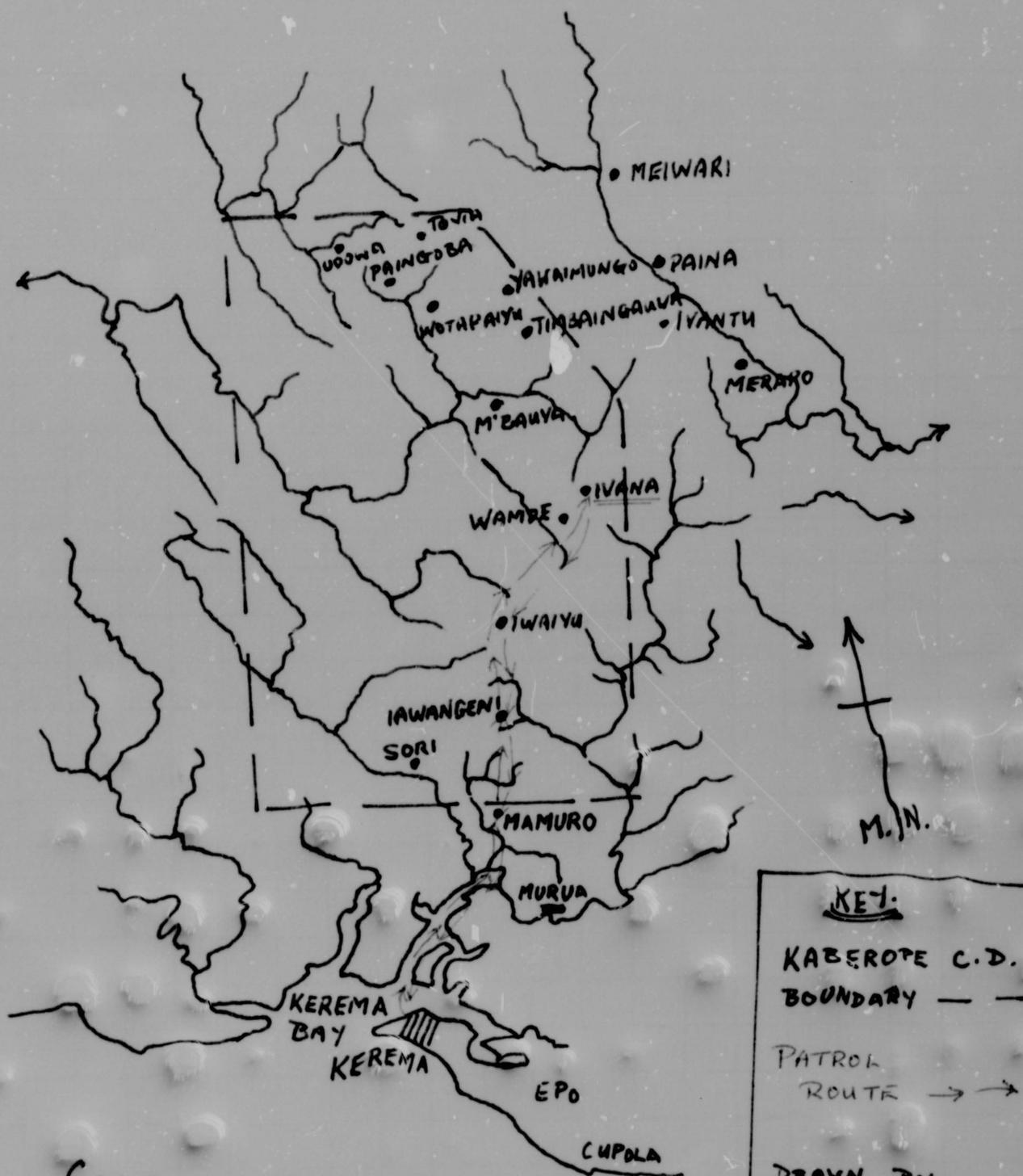
(3) Despite assurances by the road-bosses on my departure from IVANA on the Kerema 19 patrol that at least some of the men would stay behind and work, no evidence that this had in fact happened could be seen. This would indicate that, although the people of the KABEROPE might express an eagerness to see the road put through, unless they are under supervision, the will to work on the road weakens and the call of the hunt and their gardens becomes too strong to resist. It would seem therefore that to keep the road moving - now that we have it started this point seems to be essential - that the road workers will have to be supervised continually. This might not be such a drawback as it at first might appear since "patrols-within-patrols" can be carried out over quite a large area during a two-three month stay at the road head. This would indeed strengthen the Administration's control over these people and could lead to unforeseen benefits.

I feel I cannot add to the Situation Report of my recently completed Kerema Patrol No. 19-1969/70.

A. J. Meikle
(A. J. MEIKLE),

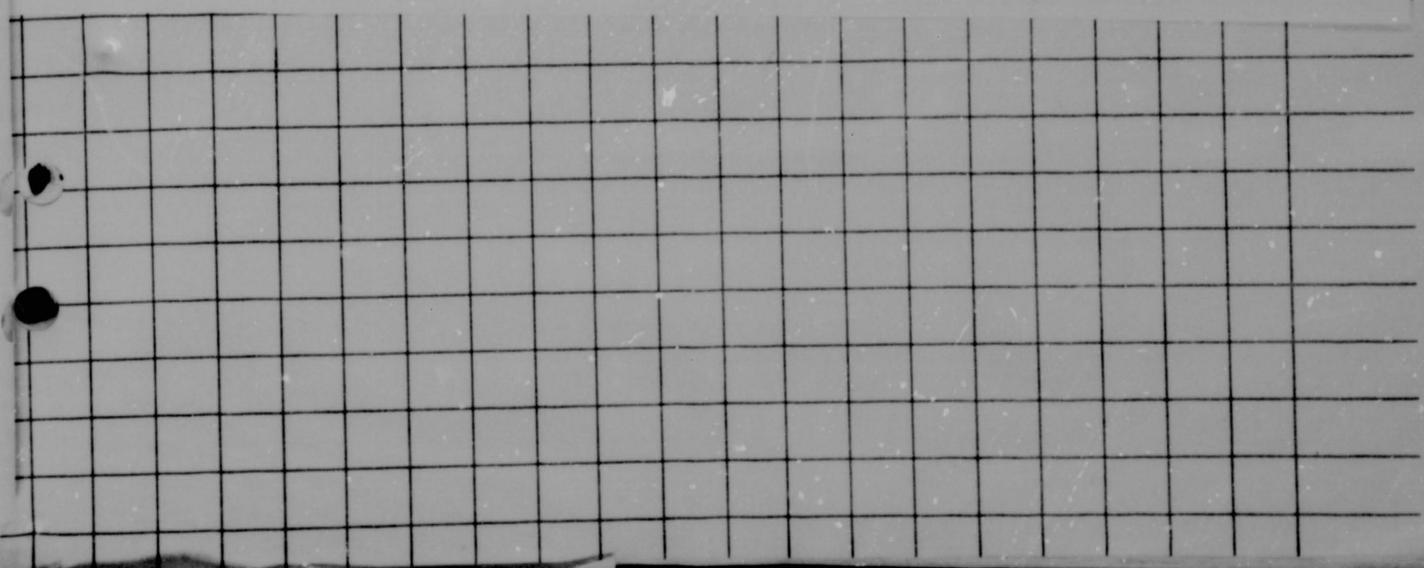
ASSISTANT PATROL OFFICER.

KEREMA PATROL N° 23 - 69/70.



GULF OF
PAPUA.

KEY:
KABEROTE C.D.
BOUNDARY - - -
PATROL
ROUTE → →
DRAWN BY
A. J. MEIKLE
P.O.I.T.
APRIL '70.





TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Gulf. Report No. Kerema No. 24 of 1969/70.

Patrol Conducted by A.J. Heikle, Patrol Officer in Training.

Area Patrolled Kerema Bay Census Division.

Patrol Accompanied by Europeans Nil.

Natives 1 Interpreter.

Duration—From 4/5/1970 to 24/6/1970.

Number of Days Twelve (12) Broken Period.

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services January 1970.

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

Map Reference Forumil of Mau, 241inch of Kerema.

Objects of Patrol Census Revision and Area Study (see Patrol Instructions)

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

Miss Study Jones
H

GFB:KF

67-2-95

Division of District Administration,

KORORUA, P.A. UA

29th October, 1970.

The District Commissioner,
Gulf District,
Kororua.

KORORUA PATROL NO. 24/69-70

Your reference 67-2-78/300 of 7th October, 1970.

I acknowledge with thanks receipt of Annual Census, Area Study and Situation Report by Mr. A.J. Meikle, Assistant Patrol Officer, of KORORUA BAY Census Division.

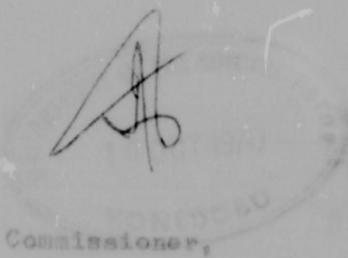
The covering comments provide an excellent summary of matters arising from this highly informative report. I am impressed with Mr. Meikle's exceedingly clear account of the people's attitude to their current situation.

A good patrol.

(T.W. HILLS)
Departmental Head.

67-2-95

67-2-78/300
DJH:CB



KEREMA,
Gulf District.

7 October, 1970.

49
31

The Assistant District Commissioner,
KEREMA.

Kerema Patrol Report No. 24 of 1969/70

Kerema Bay Census Division by Mr. A.J. Meikle P.O.

Thank you for the above mentioned report. It is a well presented report marred by being over three months overdue. Your comments adequately cover the reason for this delay in submission.

Your comments adequately cover the points of interest raised in the report.

Please have Mr. Meikle submit a report on streams and watercourses as per paragraph 4 of your patrol instructions, forthwith, as this report has not yet been received at this office.

The figure of 32% of the adult population being more or less permanently absent from the Gulf District is as you say the main reason for the sparsity of this area. It appears that all the people with vigour and ambition leave the area to work in more progressive areas of the Territory, leaving the aged and unambitious person in the village. No area can expect to progress when its 'cream' is scooped off in this way. On the other hand it is possible to expect this cream to remain to develop their villages when these villages are such gloomy and unstimulating places. It is expected that with the completion of a road system within the District and the resultant economic development along its length that more and more of the wanderers from the Gulf District will return to their homes, for the general benefit of all concerned.

The census surplus of 252 over the supposed population figure is possibly due to the general updating of the census records and the inclusion of many people, who, because of long absences from the area, were not previously recorded rather than to duplications, which would have resulted in a deficit. These people should have been recorded as migrations, in by Mr. Meikle, to make the figures balance. The figures however, have been carefully compiled and I have no doubt they are accurate. There should be no difficulty in balancing future census figures with them.

A well documented report on a patrol well done.

R.S. BENT
DISTRICT COMMISSIONER.

MEMO: The Departmental Head,
Department of the Administrator, (mentioned since they were
ROH:003)

The above mentioned report is forwarded yours herewith in duplicate together with two copies of the census figures.

DISTRICT COMMISSIONER.

KS67-2-2
JBC:CB

Sub-District Office,
KEREMA.

21 September, 1970.

The District Commissioner,
Gulf District,
KEREMA.

Comments - Kerema Patrol No. 24 of 1969/70

Please find attached three copies of the above Patrol Report, submitted by Mr. A. Meikle, P.O.I.T.

2. The delay in submission is regretted. As you are aware previous Census Registers and Council Tax-Payers registers for this Census Division were found to be completely out of date and useless. New Census Registers and Council Tax-payers Registers had to be compiled from scratch for the entire area, and this occupied some considerable time.

3. Mr. Meikle was also engaged on a murder investigation in the Kaberope C/D (Kerema Patrol No. 1 of 1970/71 from 8.7.-22.7.70) and on complicated and lengthy investigations into extension land for the Kerema High School.

4. Comments I wish to make are as follows:-

(a) Introduction Para.3

The senior High School students proved to be most useful in the town census, I am sure the exercise was of some value in giving them an indication of some of the work of the Administration.

(b) Political Para.1

The attitude of the people has proved extremely difficult to alter; they are tenacious devotees of the "world owes me a living" creed.

(c) Economic - Para.1

Two miles of road in a year is about "far from the course" for the Kerema variety of P.W.D.

(d) Social Groupings - Para (b)

The concept of "unity" will have to start at the grass-roots in this area.

(e) Leadership - Para (c).

Recent events have demonstrated that Councillors are unwilling to exercise their authority under Council rules. This is only natural, in the normal village environment. The Council will be asked to consider the appointment of a strong "outside" man as a Rules Inspector.

(f) Land Tenure and Uses - Para (a)

Land Demarcation Committees were found to be completely useless in this area some years ago. They have not functioned since they were promulgated.

- Para (b)

Tremendous areas of good land are available for cash cropping, if the people could be bothered to extend their present mineral plantations and gardens.

(g) Communications - Air

Once the Kerema-Murua road is (hopefully) completed, consideration could be given to the upgrading and extension of the MURUA airstrip as the main airstrip for the town. There is no possibility of extending the present Kerema airstrip to cater for the larger and heavier aircraft which will eventually come into use.

(h) Stage of Political Development

Mr. Meikle's second sentence sums up in a nutshell the attitude of the people towards Political Development. I understand the Political Education Officer was somewhat unimpressed with the attitude of OPAU people when he recently visited them.

(i) Economy of the Area (c)

This figure shows what could be done.

(j) " " " " (e)

The High School could and would purchase much more local food if the people could be bothered to bring it in.

(k) " " " " (f)

The Council has estimated to collect \$7,000 in tax for 1970/71 and has collected to date \$6,068. Prosecutions are scheduled to commence in October. The Council Tax Revenue Committee has received training and coaching in its duties this year and has performed somewhat better than in previous years when it handed out exemptions not only for the examples given by Mr. Meikle but also for such things as "two left legs", etc.

(l) Possibilities of Expanding the Economy

As can be seen from the figures given by Mr. Meikle, the economy could be expanded three-fold if the coconuts, rubber and coffee that now either rot or are not harvested could be turned into money. Vast quantities of good arable land are available for extension of gardens and plantations.

Small businesses (fishing, canoe transport, supply of firewood, market-gardening, etc) could supply a good income to any enterprising Kerema Bay person - if there was one.

(m) Attitude towards Local Government

For a body which has been in operation for over nine years, the Kerema Bay Local Government Council has done surprisingly little in the villages. The attitude of the ordinary village taxpayer is therefore not a very surprising one. Over the last couple of years, Council funds have been heavily committed in setting up its business enterprises; however, these are now making some return. In its 1970/71 Estimates, the Council has allocated nearly 50% of its Capital Works money towards village projects. This should of course be a lot more but the Council has to undertake construction of Labour Quarters and other buildings on its block in town.

(n) Appendix C.

This section and Appendix D should have been incorporated in the body of the report.

I have commented before on the ostrich-like attitude of the Kerema Bay people - if they can keep their heads in the sand long enough, all the urging by Administration officers concerning the necessity for their economic, social and political advancement in preparation for self-government and Independence may "blow over". Unfortunately they appear set for a rude awakening in the not too distant future.

(c) Village Population Register.

The Register agrees with your new list of villages.

33% of the total population is absent from the villages, 32% of the adult male and female population can be regarded as being permanently absent from the Kerema Bay area, and from the Gulf District. These disastrous figures lie at the root of the general apathy of the area.

The discrepancy of 252 between the actual and supposed population figures is due to various duplications over the years and also to the fact that many people mistakenly censused in their villages are now resident on blocks at the Murua Agricultural Settlement.

(p) Non-village Census

You will also find attached a copy of census figures for non-village areas in the Kerema Bay Census Division. These should prove of some interest.

It is not intended that these areas will be censused annually; they were included this year in order to up-date the badly kept Council Tax Register/Roll of Electors.

5. Mr. Meikle paints a basically gloomy picture of the Census Division. The area has promise but is crippled by a combination of factors largely outside the control of the people and the Administration. The only remedy lies with the people themselves; until they are prepared to take their collective heads out of the sand and prepare for the future, the Census Division is likely to continue to live from day to day.


J. B. QUINN
ASSISTANT DISTRICT COMMISSIONER.

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 24 of 1969/70.

(27) 4

REPORT No. Kerema No. 24 of 1969/70
SUB-DISTRICT: Kerema.
DISTRICT: Gulf.
COUNCIL/NON-COUNCIL AREA: ~~MM~~-Council - Kerema Bay
Local Government Council.
PATROL CONDUCTED BY: A.J.Meikle.
DESIGNATION: Assistant Patrol Officer.
AREA PATROLLED: Kerema Bay Census Division.
PERSONNEL ACCOMPANYING PATROL: Patrol Interpreter R. Rovela
DURATION OF PATROL: 4/5/70 to 24/6/70 (Broken Period).
Twelve days broken.
DATE AND DURATION OF LAST PATROL: January, 1970.
OBJECTS OF PATROL: Annual Census and Area Study.
TOTAL POPULATION: 4072
MAP REFERENCE: Fourmil of Wau.
VILLAGE POPULATION REGISTER: Enclosed.

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TERRITORY OF PAPUA AND NEW GUINEA

Telephone.....

Telegrams.....

Our Reference... IS 67-2-2

If calling ask for.....

Mr.....

Department of District Administration, (26)

Sub-District Office,
KEREMA.

14th May, 1970.

Mr. A. Heible,
Sub-District Office,
KEREMA

Kerema Patrol No. 24-69/70 - Instructions

As previously discussed with you, please commence the annual census and Kerema Study of the Kerema Bay Census Division on Monday, the 4/5/70.

2. The program drawn up by yourself will be publicised to the Kerema Bay L.G.C. meeting on the 1/5/70. I note that you have also made arrangements to have the program broadcast over Radio Kerema. Barring unforeseen circumstances you should endeavour to adhere to the program as closely as possible.

3. Examine previous Area Studies of the Kerema Bay C/D in order to obtain back-ground information; also examine the Director's Circular on File IS 67-2-1 for the heading under which information is required.

4. You should also provide the information requested on rivers and streams in the area. This, of course, will be covered in separate correspondence.

5. Check on all Council assets in the villages. Make a note of any maintenance required. Remind all Councillors that these assets are placed in their charge, and that it is their responsibility to put in a request to the Council for maintenance when necessary, in order that assets are kept in a good and working condition.

6. Check on the present Council Works program, especially the school buildings at Mei/Uaripi and the tank and foot-bridge at Siviri. The people from these villages have been "humbugging" (to use a polite word) about these projects for some considerable time. Remind them that the Council has only limited amount of tax money and that other villages may be more than willing to take over these projects.

7. Undertake the investigation into the land required for the school at Mei/Uaripi; you have the file on this matter.

8. Take out with you the office and council copies of the census register/tax roll/ roll of electors.

9. As you are aware the villages of KANAKAIDI, MEC and NOVIRA are no longer in existence. I understand that these people have combined and built a new village inland from IURUA; if this is so - and if the settlement is a stable one - census it as a new unit and delete the old villages. Similarly, people from OPAU area have established a new village at IIPARI; again, if the unit is a stable one - it should be censused as a new village. Again, the hamlet of SORI has disintegrated with its people moving partly to

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MAMURO and partly back into KAMEROPS; check on this.

10. EPO plantation manager and some of his staff both indigenous and European have been included in the old Kerema Town register in past years. This is incorrect as, according to the Kerema Bay L.G.C. Constitution, EPO is within the boundaries of Ward 12 - URIRI/LOWELA/EPO/IOU. Discuss this with the Plantation Manager and incorporate EPO in the Ward 12 register. Remind all EPO labourers that they are liable to pay tax to Kerema Bay L.G.C., though they have the option of paying tax to their home Council if they prefer. They may pay this tax through an Inter Council Tax Transfer book held at the Kerema Bay Council Chambers. Remind them that the Council tax collecting team and Tax Review Committee will be "calling" on them later in the year in order to collect 1970 tax or issue exemptions, as the case may be.

11. The old Registers for Kerema Town - Wards 10 and 11 - can be scrapped. Recent tax Courts showed them to be completely useless.

12. Draw up notices to be placed around the town in order to inform all residents that a census of the town is to take place as from the 25th May. Get the office staff to inform all indigenous residents.

13. Discuss with the Head-Master at the High School the possibility of obtaining the services of a dozen of his senior boys as census-takers. Dividing the town into various sections, with the assistance of the air-survey map in my office, should enable the census to be undertaken speedily and accurately. High School boys can be used to write up the new Registers.

14. Roneo out some hundreds of the census form I have suggested to you. Remember that it is most important that the date of arrival in the town be ascertained for each resident.

15. You should also exercise great care in the checking of the MURUA settlement register; the date of arrival of each person in the register should be also ascertained and entered.

16. The aim of all this is to compile a complete and up to date register for the entire Kerema Bay area.

17. Request any Police you need from the Police Officer. You will also have Mr. R. Rovela with you as interpreter. Draw a patrol advance from reasury.

18. You have no Court powers, but you may arbitrate in small village disputes. However, stress to the people that your arbitration has no legal backing. If any matters arise that require Court action, get in touch with me. I know that some of the OPAU Councillors wish to take action against their people under various Council Rules; I will follow you with a court day at OPAU when your patrol moves on.

19. there is no need for you to hurry your patrol. What I want is a thorough patrol which will get to know the people in the villages, try and find out what they are thinking, and endeavour to channell their thinking - and their

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efforts - along constructive lines.

20. Remember that Political Education is a continuing process; you should also pay particular attention to this requirement in your discussions with Councillors and village people.

21. I wish you a pleasant and productive patrol.

Yours faithfully,

F. B. Quinn
(F. B. QUINN).
Assistant District Commissioner

c.c. District Commissioner,
KEREMA.

TERRITORY OF PAPUA AND NEW GUINEA.

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KEREMA PATROL No. 24 OF 1969/70.

PATROL DIARY.

- Mon. 4.5.70. Left KEREMA by road at 1015 with Interpreter ROSEVA for CUYOLA road head. Arrived road head 1115. Walked down to LOU village where we arrived 1145. Took census of LOU and LOVELA villages. Heard complaints and arbitration cases. Left LOU 1415. Returned KEREMA 1545 hrs.
- Tues. 5.5.70 Left KEREMA by dinghy at 0915 with ROSEVA for URIRI but had to return to Kerema due to motor trouble. Took the alternative route by vehicle and arrived URIRI village 1115 hrs. Took census, heard complaints and arbitration cases. Returned KEREMA 1530 hrs.
- Wed. 6.5.70 To KARAETA village with ROSEVA at 0915 hrs. Took census, heard complaints and arbitration cases. Finished 1300 hrs. Walked over to SIVIRI and commenced census there. Finished for the day at 1600 hrs. though census of SIVIRI not yet completed.
- Thurs. 7.5.70 To SIVIRI at 0830. Completed taking census of SIVIRI then heard complaints and arbitration cases. Finished at SIVIRI at 1530 hrs. Returned to office.
- Fri. 8.5.70 Left KEREMA by dinghy at 0830 for UARIPI with Roseva. Arrived UARIPI 0900 hrs. Took census of UARIPI and PETOI villages, heard complaints and arbitration cases. Returned to KEREMA by dinghy at 1530 hrs.
- Mon. 11.5.70 Left KEREMA at 0830 hrs. by dinghy for MEI'I No. 1 with ROSEVA. Arrived MEI'I at 0900. Took census, heard complaints and arbitration cases till 1500 hrs. Walked down to PETOI. Took dinghy back to KEREMA at 1620 hrs.
- Tues. 12.5.70 Left KEREMA by dinghy at 0830 for MEI'I No. 2 with ROSEVA as interpreter. Arrived MEI'I 0900 hrs. Took census, heard complaints and arbitration cases till 1530. Returned to KEREMA at 1600 hrs.
- Wed. 13.5.70 Organised patrol boxes, etc., then left KEREMA by dinghy at 1000 hrs. for KAPIRI village with Roseva. Arrived KAPIRI at 1050 hrs. Rain started, sheltered under house and took census, heard complaints and arbitration cases. Talked with villagers about school truancy, the upkeep of the walking tracks, etc., till 1430. Left KAPIRI 1445 hrs. by walking track. Arrived MIRAKERA village 1545 hrs. Arranged for all the people to be ready for early start to census tomorrow morning. Held informal talks with the councillors and heard some arbitration cases from 1800 hrs. to 2030 hrs. Overnight MIRAKERA.

- Thurs. 14.5.70 Commenced taking census of MIRAKERA at 0730 hrs. and then continued on with census of HEVAVIRI and NAMOHOROI villages. Completed census taking of these three villages at 1200 hrs. Crossed over KARABURE River and took census of ILOVAPARE and HAVEHUHU villages till 1700 hrs. Returned to the resthouse at MIRAKERA and heard further arbitration cases and discussions till 2130 hrs. Overnight MIRAKERA.
- Fri. 15.5.70 0800 hrs. to HAUPOE village where held census of HAUPOE and ABUIPI during morning. Heard some arbitration cases and discussion till 1200 hrs., then walked down to ABUIPI village where we arrived at 1240 hrs. Inspected village, held talks with the villagers then returned to MIRAKERA. Packed up patrol gear and left MIRAKERA for SIRIA Creek via NAMOHOROI. Arrived SIRIA creek 1530 hrs. where we got the dinghy and returned to KEREMA at 1645 hrs.
- Mon. 18.5.70 Left KEREMA at 1000 hrs. by dinghy for SORI. Proceeded up SORI River which was in heavy flood - lots of debris and drifting branches, etc., floating down-river. Reached a point about three quarters up the river where a big log jam blocked the whole width of the river. We were unable to proceed further so we turned back and proceeded to MAMURO where we arrived at 1130 hrs. This village was practically deserted, despite previous advice that the census patrol would be coming today. Had short talk with Councillor and arranged for him to collect all the people from SORI and MAMURO for census on Thursday week. Noticed that MAMURO village had suffered quite badly from flooding. Left MAMURO at 1220 hrs. and returned to KEREMA at 1335 hrs. Remainder of the day in office.
- Tues. 19.5.70 Attended Administrator's Executive Council at Kerema.
- Wed. 20. 5.70 Left KEREMA at 0840 by dinghy for MURUA. Arrived MURUA Agricultural Station at 0910 hrs. Spoke with Mr. Benson, then went across to the Primary "T" School where census of the Murua Settlement block was taken. Heard arbitration cases, left MURUA at 1545. Returned to KEREMA at 1620 hrs.
- Thurs. 21.5.70 Left KEREMA by dinghy at 0815 hrs. for MURUA. Arrived MURUA Agricultural Station 0845. Took census of Murua Agricultural Station employees and staff till 1230 hrs. Then proceeded up the MURUA River by dinghy as far as the "T" school. Spoke with the headmaster then walked along the track to KANAKANDI where we took census, heard complaints and arbitration cases. Left KANAKANDI at 1600 hrs and returned to KEREMA 1800 hrs.
- Fri. 22.5.70 Left KEREMA by dinghy at 0800 hrs. for LAPARE settlement. Arrived at head of the creek at 0900 hrs. then walked to LAPARE village settlement. Took census of LAPARE, held a long discussion with the villagers then left LAPARE at

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Fri. 22.5.70

(Cont'd.)

Thurs. 28.5.70

1300 hrs. by canoe; paddled down LAPARE creek and all the way to KEREMA where we arrived 1630 hrs.

Left KEREMA by dinghy at 0830 hrs for MAMURO. Arrived MAMURO at 0950 only to find that despite word being sent to SORI for the people there to come to MAMURO to be censused, none of them had turned up. Held census of MAMURO till 1245. Left MAMURO at 1300. Attempted to reach SORI by going up the SORI River but once again we were halted by the log jam and shallow water. Returned to KEREMA at 1445.

Mon. 1.6.70

Office duties during morning. Left KEREMA at 1315 hrs. by dinghy for EPO Plantation. Landed at EPO wharf thence by vehicle to the plantation where we arrived at 1400 hrs. Took census of EPO Plantation. Census completed at 1610 hrs. Returned to KEREMA at 1700 hrs.

Wed. 3.6.70

Census of KEREMA township.

Thurs. 4.6.70

Census of KEREMA township.

Fri. 5.6.70

Census of KEREMA township.

Wed. 24.6.70

Left KEREMA by dinghy at 0830 hrs. for SORI. The log jam was still blocking the river but with some manoeuvring and cutting with axes we got the dinghy through safely. Arrived SORI at 1010 hrs. Took census of SORI. Left SORI 1205 hrs.

(20)

TERRITORY OF PAPUA AND NEW GUINEA.

PLATON PATROL REPORT No. 24-1969/70.

SITUATION REPORT.

INTRODUCTION:

Kerema Bay Census Division lies within Kerema Sub-District and, as the name implies, it surrounds the waters of Kerema Bay and the numerous rivers that run into it. Kerema is the Sub-District Headquarters and is also District Headquarters for the Gulf District. Kerema Bay is for the main part, low-lying and swampy being covered with mangrove, sago and nipa palm swamps. Apart from expatriates and workers from other parts of the Territory, the population of just over five and a half thousand is made up of two groups: the Kerema Bay coastal people or ELEMAS and the people from the inland mountain area or KAMIAS.

This census covered all the villages and centres of habitation within the area and took in, for the first time, Epo Plantation which forms part of Ward 12. A new village settlement LAPARE, was recorded in this census. This has grown up through several families from the OPAU group of villages - mainly ILOVAPARE - living more or less permanently at their garden settlement on the banks of the LAPARE Creek. Complaints arose from the other inhabitants of ILOVAPARE that those who were living at LAPARE were not looking after their houses in ILOVAPARE and were not playing their part in the life of the village community. A discussion was held with all members of the village and the settlement present and it was agreed that those who wished to live at LAPARE should break away completely from ILOVAPARE. The hamlet of MEU has been abandoned and the inhabitants of SORI and MAURO are more often out in the bush than in the villages. Kerema town (Wards 10 and 11) was censused fully this year; previous records for Kerema have been incomplete or were not available at all.

This patrol went round the villages of the census division for the most part on day trips from Kerema town. Epo Plantation was censused for the first time. The census of Kerema town was carried out successfully by distributing a simple form to every household in the town and collecting the information received therefrom. Help in filling out the forms was given, when it was found to be necessary, by some senior students of Coronation High School who were also most helpful in distributing and collecting the census forms.

POLITICAL:

Kerema Bay Census Division comes under the control of the Kerema Bay Local Government Council. The council is at present desperately trying to recover its feet under the energetic activities

of Mr. Lamont, the new Council Adviser, and the Assistant District Commissioner, Mr. John Quinn. The council has the Shell Agency and the Sanitation and Garbage contract and at the moment seems to have its hands full. There are two Council tractors and three trailers - all of which are operating, at the moment. The Kerema Bay Census Division has 14 Wards with 16 Councillors. The people of the villages show a marked lack of interest in Council proceedings although they have every opportunity to take some active part in the betterment of their but the general feeling seems to be that "the Council and/or D.D.A. is in charge, so let them do it". The village people do have a legitimate axe to grind with the Council in that so far the Council is flat out trying to cope with what it has on its plate in Kerema town and very little, if anything, is being done at village level.

Although the Kerema Bay area is reasonably sophisticated, it is not very advanced politically. The people have got some idea about such things, voting, the House of Assembly, and the part played by the Administration but they have a warped idea of just what the Government, Administration and Local Government Council are there for. The general impression is that, "the government, council and the Administration are there to give us what we need and to do things for us without us having to do anything". The people of the Gulf may have some sort of a case to back up their claim that they feel left out of things as far as the House of Assembly is concerned as they never see their representatives or Members of the House. The villages around Kerema Bay also complain that the Council does not look after them, but concentrate all its activities in Kerema town. There is a general air of apathy towards the Council in the area.

ECONOMIC:

Economic development in Kerema Bay seems to be sporadic and is concentrated mainly around Kerema township. During the year the Kerema/Malalaua road has been pushed a little further over Cupola Hill (about 2 miles) with the use of the Public Works Department bulldozer and numerous "experts" on the job. Across the Bay the Peto/Ihu road has moved forward quite considerably - though in fits and starts and a great deal of "encouragement" from D.D.A. patrols.

The Electricity Commission has at last established the new powerhouse beside the Kerema airstrip.

Progress in the agricultural field has been negligible if at all. The Murua Agricultural Station assists the settlers on the rubber blocks in tending and selling their rubber. However the Cupola rubber blocks are still lying idle and plans are under way to confiscate them from the present lessees.

A temporary small boats' wharf has been constructed at Petai Point by Father Michellod of Araimiri Mission with a few helpers. This should make do until the wharf projected by P.W.D. becomes a reality this financial year. However it has been noted that due to the ever-changing configuration of the beaches and bottom around the Bay the end of the temporary wharf is now about 9 feet short of the water line.

Early talk of the Council establishing a fishing industry with D.A.S.F. assistance, has fizzled out. There has been no noticeable development in the Kerema Bay area by D.A.S.F. The "thin edge of the wedge" has been established by D.D.A. in arranging to have fresh European type vegetables flown in from Kaintiba on back-charters each week, and although the quantities have been relatively small, this move has been well received and shows the potential and possibility of providing fresh vegetables to the coast from the inland hill area is not just "hot air". It may be noted here that the seeds for the vegetables already established in the Kaintiba area were provided by individual officers of D.D.A. staff.

The arrival in town of Mr. Anton Lee to open his new trade store should create a bit of choice for the shoppers and create more competition among the trade store operators.

SOCIAL:

The Gulf District once again has the benefit of the services of a Welfare Officer and her assistant. They have an office in Kerema and although the results of their labours will not be obvious for some time, at least this is a move in the right direction to help improve the social welfare of the community. The Kerema Women's Club has renewed its activities and with the help of the Council the club-rooms have been extended and improved.

A small Boy Scouts' group is operating in Kerema as is evidenced by the boys in uniform making themselves useful around the town. Sport seems to be the main community social interest with several teams competing in Rugby League, soccer and basketball (both womens' and mens' teams) competitions. The Kerema Bay Local Government Council put on a Christmas celebration and a sing-sing competition in local or tribal dress which was deemed by popular acclaim to be worth the money spent on it.

Both health and education in Kerema Bay are of a reasonably high standard. The Council runs Aid Post centres at Opau and Usiripi and these seem to be well attended by the nearby population. Kerema Hospital is within reasonable travelling time by foot and/or canoe from any part of the census division, but even so, the local medicine man has not by any means disappeared from the village scene.

(7)

Pori-pori is still practiced though not to any great extent.

There are five primary schools throughout the census division run by either the Administration or the various missions. Kerema "A" and "T" Primary Schools have "come together" to be known as Kerema Dual Curriculum Primary School.

Developments at Coronation High School this year include the opening of a High School Canteen run by the students. The purchase of several pieces of land adjoining the High School land is well on the way to completion; this will allow for much needed expansion of the school buildings.

Outside Kerema, a new Aid Post building has been erected at Uaripi and the Council is negotiating the purchase of a piece of land at MEE'I on which to build a primary school.

Law and order is generally well preserved in Kerema Bay though there are innumerable small inter- and intra-family squabbles, more often than not involving a claim to a piece of land in some way or another.

A. J. Meikle

(A. J. MEIKLE),

ASSISTANT PATROL OFFICER.

(16)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL No. 24 OF 1969/70.

AREA STUDY:

(A) Introduction:

- (a) Kerema Bay Census Division covers an area of approximately 132 square miles lying on the Papuan Gulf coast almost in the centre of the Gulf District. As the name implies, the Kerema Bay Census Division lies around Kerema Bay which forms the basin into which run numerous rivers, the largest of these being the TULOIA, SALAURA, MURUA, MATUPE, MURUWAIE, BIHAI AND KARABURE. The area is generally low-lying comprising mainly of mangrove swamps, the highest point being CUPOLA HILL which rises to approximately 800 feet on the coast to the south-east of Kerema town. However, there are some small areas of good arable land, these being the narrow coastal strip, the Kerema town area and the PETOI Peninsula, EPO Plantation, MURUA Agricultural Station and settlers' blocks and a considerable piece of yet undeveloped land around the OPAU group of villages.
- (b) Kerema Climatically the area is quite pleasant having mean average temperatures of 84°F. The wet season extends roughly from May till September, although as can be seen from the rainfall figures given in Appendix "A" there is no really dry period in the twelve months. Vegetation consists mainly of mangrove, nipa palm, sago, coconut palms with some medium timbered rainforest towards the inland hill area.
- (b) Kerema Bay Census Division has two airstrips, a category "B" strip at Kerema and a category "C" strip at Murua. T.A.A. operates a service to Port Moresby by Twin Otter four times a week (shortly to be altered to a six days a week schedule) and Aerial Tours Ltd. operates a feeder-service by Britton Norman Islander. There are about 40 miles of waterways navigable by dinghy or canoe with outboard motor - a great part of the travelling from Kerema township to the villages within the Census Division necessitates water travel. Small coastal freighters of the "K" boat type call in fairly regularly to the rather fine wharf at Kerema. There are other small ships' wharves at Epo Plantation (3), Murua Agricultural Station and one at Peto recently built by Father Michellod of the Araimiri Roman Catholic Mission.

Kerema township boasts about five miles of formed but unsealed road, while Epo Plantation has approximately ten miles of road, consolidated with crushed rock and gravel. Murua station has approximately nine miles of road, of which five miles are good, gravelled surface and four miles have been formed though there are still bridges to be made to make it fully trafficable. In addition there has been some slight progress in the construction of the Kerema/Malalaua road over Cupola Hill - a further two miles or so have been completed in the past year using the Public Works Department bulldozer and trained personnel. The Peto/Inu road has progressed to the stage of being a cleared and formed road nearly to the Bluff - a distance of about 7.2 miles.

- (c) Kerema was established as a station in 1906 and apart from two periods when the Gulf District was administered from KAIRUKU (during the 1939-45 war) and KIKORI (1945-50) Kerema has been the administrative headquarters of the District. As well as being District headquarters for the Kerema Sub-District and the seat of government of the Kerema Bay Local Government Council.

The ELEMA people of the Kerema Bay area are a fairly sophisticated group though they seem to have a strong aversion to any type of manual work, feeling that they should rather be doing skilled clerical or administrative jobs, or alternatively, pursuing some leisurely pastime such as fishing, tending their gardens or simply sitting chewing betel nut. Cargo cults are non-existent in the Bay area.

(B) Population Distribution and Trends:

- (a) Census sheets and village population register sheets for the Kerema Bay area were completely revised by this patrol and are attached to this report. Previous census figures for Kerema Bay have not included Epo Plantation (Ward 12) and those censuses which have been taken of Kerema township (Wards 11 and 10) in the past have been so inaccurate as to be of little or no value.
- (b) It is possible to walk by rough bush-track from Peto around the Bay in a clockwise direction as far as Murua. However one cannot complete the circle to Kerema from Murua due to wide rivers and mangrove/sago swamps. All the villages in the Opau group are inter-linked by walking-track. Walking-tracks branch off from the Kerema/Cupola road to the villages of URIRI and LOU. A four wheel-drive road branches off the Kerema/Malalaua road on Cupola Hill and

leads down to EPO Plantation. (Refer also to detailed map attached.)

- (c) The Gulf is a large district with a limited population; but for some reason the Gulf has become the Territory's forgotten district. This has resulted in skills being lost to the district and the present high absentee rate which is overall approximately 33%. The following is an extract from "Youth Survey of Port Moresby and its Environs" by T.E. Drew:

"The main source is the flow from the Gulf District into the many squatter camps. These people are quite open about their reasons for coming to Port Moresby - to earn a cash wage and to get better education for their children. As many of them have remarked, 'If you have ever lived in the Gulf District, you will understand why we come to Moresby - there is nothing for us in the Gulf.'" This fact was highlighted during the present patrol especially at the villages of SIVIRI, KARAETA, MEI'I and UARIPI where the absentees supposedly working in Port Moresby formed a relatively high percentage of the village population. The comments of Assistant District Commissioner Mr. Quinn when he said, "... In many cases, this absenteeism can range up to and over 20%; moreover, the absentees are generally the most progressive and go-ahead elements. There is a vicious circle operating right along the coast - 'there is nothing in the village' therefore the best elements leave therefore there is nothing in the village, and so on.... (Kerema Patrol Report No. 18-1969/70. This is only a further indication of the attitude of the people in the Kerema Bay area and in their minds the only way to improve their lot is to get out.

(c) Social Groupings:

- (a) There are two distinct social groups in the Kerema Bay Census Division - the ELEMA or coastal group and the KAMIA or mountain-dwellers. The ELEMA group (The Kerema Bay people) live in settled villages along the coastline. The KAMIA people are, to a large extent, semi-nomadic and have a tendency to establish a village for a comparatively short period and then just to "up and away". This is evidenced in the abandonment of the small hamlets of NOVIRA, MEU, MEC and AUWA, and the fluctuations in population in SCRI, MAIURO and KANAKANDI, all of which are inhabited by KAMIA people.

- (b) The constant bickering and squabbling - and sometimes even outright enmity - between clans, family lines and extended family groups among the Kerema Bay (ELEMA) people would lead one to conclude, rightly, that the simple family is the basic functional social unit. However, bitter animosity and jealousy is shown not infrequently among the members of even the simple family, judging by the number and types of arbitration and court cases that come before the Sub-District Office.
- (c) The Kerema Bay language is the main natural language spoken by the majority of the inhabitants of the Kerema Bay Census Division - the smaller KAMIA group to the north speak their own KAMIA language. Police Motu is the "lingua franca" in general use throughout the area; Pidgin English is not spoken to any great extent, save by the members of the R.P. & N.G. C., the Corrective Institutions and Administration staff, etc.
- (d) Relationships between the two social groups in the Census Division appear to be fairly neutral - each group seems to be agreed to "live and let live". However, there is an air of superior disdain among the coastal peoples for their "inferior" brothers in the hills. The relationships between the Kerema Bay people and the people of the KAIPI coast to the east and the OROKOLO and KORIMIRI peoples to the west are on a fairly good footing.

(D) Leadership:

- (a) (b) See Appendix "B".
- (c) No change in the traditional pattern of leadership has been observed. It has been noted that in many of the villages the Village Councillor or other Administration or Council appointed official, is by no means the leader or "strongman" in the village community. As often as not they are afraid to use the power invested in them for fear of upsetting relatives or "big men" and incurring some sort of "pay back". The older village men are still the traditional leaders though the younger, better educated men are beginning to make their voices heard.

(E) Land Tenure and Uses:

- (a) The system of land tenure throughout the Kerema Bay is the patrilineal system but because of the practice of allowing another man rights to plant on land, ownership becomes confused and squabbles and arguments build up over the true ownership of the land. Land demarcation committees seem to be incapable of settling these disputes and they drag on

interminably. Land is at a premium around the coastal area of the Bay and buying or leasing land becomes a protracted affair while the two (or more) supposed owners fight it out between themselves.

(b) Cash cropping does exist to a limited extent in the area. Apart from the Murua settlement blocks, where coffee, rubber and coconuts are grown by the family settlers, only extremely small quantities are produced around the Bay (see under Section (M) Economy of the Area). These cash crops are carried on for the most part on a family basis.

(F) Literacy:

(a) Coronation High School, Kerema (Administration):

<u>Form:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
1	84	18	102
2	83	18	101
3	49	16	65
4	20	-	20
	236	52	288

Kerema Primary School (Dual Curriculum) (Administration):

	<u>Grade:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
Indigenous	1	28	25	53
	2	28	35	63
	3	29	28	57
	4	36	19	55
	5	23	14	37
	6	25	16	41
		169	137	306

	<u>Grade:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
Non-indigenous	1	3	-	3
	2	3	1	4
	3	1	1	2
	4	2	1	3
	5	1	3	4
	6	3	-	3
		13	6	19

11

Murua Primary School (Administration):

<u>Grade:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
1	25	22	47
2	9	9	18
3	13	11	24
4	9	6	15
5	12	7	19
6	10	4	14
	78	59	137

MEI'I Primary School (Salvation Army Mission):

<u>Grade:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
P	14	9	23
1	10	7	17
2	12	10	22
	36	26	62

PETCI/UARIPI Primary School (United Church Mission):

<u>Grade:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
1	18	17	35
2	14	9	23
3	20	6	26
4	19	6	25
5	17	4	21
	88	42	130

OPAU/IRAHERA) Primary School (United Church Mission):

<u>Grade:</u>	<u>Male:</u>	<u>Female:</u>	<u>Total:</u>
1	20	20	40
2	22	14	36
3	23	14	37
	65	48	113

- (b) An estimated 60% of the population would be either literate or semi-literate in their own language or Police Motu. It is difficult to assess the percentage that would be literate in English, possibly in the region of 40% - 50%.

(d) A large number of the villagers in the Kerema Bay area own radios and Kerema Radio is very popular though mainly for the musical programmes. (Council meetings are recorded and rebroadcast and this programme has quite a large number of listeners). The A.B.C. and news programmes are not so popular. Very little interest is shown in newspapers - their main attraction being the cigarette paper they are commonly used for. The Kerema library is functioning regularly and has quite a number of customers though mainly in the school-age group in Kerema town.

(G) Standard of Living:

(a) The standard of housing is reasonable - houses being predominantly of the type found on the coast. Outside Kerema town hygiene is not all that could be desired - although the villages do have "little houses" the inhabitants still prefer to use the bush. The use of European type artefacts - eating and cooking utensils, mirrors, combs, etc., and European type clothing, shorts and shirts, dresses and brassieres, is quite general throughout the area.

(b) The staple diet of the Kerema Bay people is sago and fish, as often as not, tinned, though bananas, sweet potato, taro, coconuts and pineapple also form a large part of the diet. Quite a bit of tinned food, mainly tinned meat and fish and soft-drinks, is bought at the trade stores though naturally enough the incidence is higher in Kerema than in the villages.

(c) There is little community activity in the area at the moment. As mentioned above, the Women's Club in Kerema has started up again and there is a small Boy Scouts movement operating in Kerema. Most of the interest in community activities seems to be centred around sports - there are four Rugby League teams, six men's basketball teams and seven soccer teams that make regular use of the sports oval in Kerema. No such activities were noted in the villages.

(H) Missions:

(a) There are five Missions represented in the Kerema Bay area: United Church, Roman Catholic, Salvation Army, Seventh Day Adventists and Jehovah's Witnesses. There does not seem to be any friction between these missions with the exception that the other missions have raised objections when the Jehovah's Witnesses teachers have tried to "dapture" some of their adherents.

- (b) Reverend S. Dewdney, the minister for the United Church in Kerema, retired in April of this year and was replaced by Pastor Ani Dudai. The United Church holds regular Sunday services in Kerema as does the Roman Catholic Church under Father A. Michellod who comes to Kerema from Araimiri Mission. The Jehovah's Witnesses hold quite large meetings at Karaeta village lasting about a week - these seem to occur about two or three times a year. The Salvation Army hold regular Sunday services at MEI'I. All the missions are actively engaged in operating schools of some sort, but this seems to be the limit of their activities.
- (c) The Missions are accepted generally throughout the area. The United Church Mission has the strongest following.

(I) Non-Indigenes:

- (a) EPO Plantation owned by Steamships Trading Co. Rubber plantation.
Kerema Traders owned by Mr. & Mrs. H.G. Wilson - general trade store and agency in Kerema.
Anton Lee's trade store owned by Lee Bros. - general trade store in Kerema. This started business in late May, 1970.
- (b) Epo Plantation employs 270 contract labourers, mainly from the Highlands Districts, as well as 35 casual, mainly local. Kerema Traders employs ¹⁵ local people mainly from SIVERI and KARAETA village and from Kerema Hotel has 10 local men employed.
Anton Lee has 3 local men employed.
- (c) Epo Plantation is self-supporting in locally-grown produce - any other requirements come by Steamships "K" boats from Port Moresby. Epo is linked by a four wheel drive road to the Kerema/Malalaua road joining on Cupola Hill. There are also three small boats' wharves on the plantation which are used by the "K" boats.

(J) Communications:

- (a) Roads: There are about five miles of internal roads or "streets" in Kerema town. A small proportion of these have been semi-sealed with crushed limestone and gravel but the remainder are just the natural earth, which leads to exceptionally muddy patches during the time of heavy rains - this in turn causes vehicles to become bogged, or for those vehicles without four-wheel drive, makes the roads unusable. Some work is being carried out by Public Works Department using the bulldozer to regrade portions of the road to try to improve drainage. Vivian Highway leads out of Kerema town to become the Kerema/Malalaua

(7)

road which runs for a little more than six miles. This road has been surveyed and cleared of trees and bush right through to the KAIPI coast and on to MALALAU but it needs to be cut and formed by the Public Works Department bulldozer before this long-awaited road materialises and provides a much needed vehicular link to Malalaua - and eventually through to Port Moresby. As mentioned above, EPO Plantation has about 10 miles of good, firm internal roadways surfaced with gravel and crushed rock. Epo is linked to the Kerema/Malalaua road joining at Cupola Hill. Murua station has approximately 9 miles of road, about 4 miles of which are still in the process of being finished off. The making of the PETOI/IHU road has progressed quite a bit this year, there now being 7 miles of roadway cleared of trees, running from the Petoï wharf almost to the Bluff.

(b) Sea:

As already mentioned there are 6 small boats' wharves in Kerema Bay - one fairly large wharf at Kerema, 3 at Epo plantation, 1 at Murua Agricultural Station and the small temporary one at Petoï built by Father Michellod of the Roman Catholic Mission. This should make do until the more, complicated permanent structure to be erected there by Public Works Department eventuates. Small coastal freighters belonging to both the Administration and private trading companies call regularly into Kerema, the private enterprise vessels calling 3 to 4 times per week.

(c) Air:

There are two airstrips in Kerema Bay Census Division, the one at Kerema can handle up to Category "B" aircraft while the one at Murua Agricultural Station handles up to Category "C" which acts more or less as a stand-by strip in emergencies, etc., should Kerema strip be closed.

(K) Technical and Clerical Skills:

The Gulf people are generally highly regarded for their skill as artisans - Plumbers, painters, carpenters, builders, drivers, etc., are the trades taken up by the great majority of workers from Kerema Bay Census Division. Many of the people take up some type of clerical work. (A survey has shown that a sizeable percentage of the artisans and clerical workers in Port Moresby come from the Gulf District, and it was noted during this census patrol that a considerable proportion of the absentee population was working in Port Moresby or other major Territory centres.)

7

(L) Stage of Political Development:

Despite the relatively long period of contact with the Administration and the reasonably high general standard of education among the Kerema Bay people, the degree of political awareness shown by these people is surprisingly low. It is not so much that they are not aware as that they do not choose to understand. They make their own interpretations of what the governing bodies - national, administration and local government council - will do for them and the general impression is that they think the government will do everything for them without any effort or co-operation on their part. Not a great deal of interest is shown in the efforts of the Kerema Bay Local Government Council - except as to what they can get out of it. However the newly appointed Political Education Officer may be able to improve the situation somewhat.

(M) Economy of the Area:

Figures obtained from the Department of Agriculture, Stock and Fisheries show the following results for economic trees producing in the area. (These figures exclude Epo Plantation - figures for Epo are not available.)

(a) Number of economic trees:

Mature coconuts:	96,240 trees
Rubber:	28,417 "
Robusta Coffee:	5,500 "

(b) Production in tons and value for the year:

Copra:	220 tons	-	\$ 35740
Rubber:	58,175 lbs		8909
Robusta Coffee:	1 ton	-	224

(c) Theoretical potential for production in tons and value should be:

Copra:	600 tons		\$95000
Rubber:	174000 lbs.		\$26,000
Robusta Coffee:	say 4 tons		\$896

(d) Details of market gardening enterprises are not available. Produce is brought into the Kerema market at random and no efficient or accurate check could be kept on the amount of money changing hands.

(e) Kerema offers opportunity enough for the retail outlet of locally grown market-garden produce - Kerema market is a hive of trading industry throughout each Saturday morning and on into the afternoon. Coronation High School is another ready buyer for market-garden produce. The only obstacle in the way of increasing the output and money turnover is the lazy attitude of the people themselves.

(f) Although the people of the area can by no means be called rich or affluent there is certainly money enough (or opportunity enough to earn it) for the people to pay

6

their annual council tax. However it is staggering to see the discrepancy between the tax revenue potential for the census division (Approximately \$10,000) and the actual money collected in council tax (\$6372). Each year there are a spate of prosecutions of tax defaulters but the lesson does not seem to get home. The Council Tax Review Committee may be partly responsible for the low revenue from tax as it seems to be only too happy to grant tax exemptions for any little thing you might name - some examples are: operation, leprosy, T.B. sickness, bone on head, no way to earn money, too many children, half tax(?), M/sickness(?), two birth, bad woman, etc. However the situation may improve now that the Council has a full-time adviser who can keep an eye on such matters.

(N) Possibilities of Expanding the Economy:

There has been talk of various enterprises that would help to expand the economy of the area but how much would be feasible is another question. The Papuan Gulf is renowned for its barramundi and prawn fishing but I feel that this would be far beyond the financial capabilities of any one indigenous inhabitant of Kerema Bay - even if the thought had entered his head. A co-operative effort might be able to "make a go of it" but past co-operative ventures have failed and the attitude of the people shows that they would not be bothered putting the effort into such a project. Further, there is good land around the Opau area that is lying untouched. This could, with some effort, be turned into rubber, coffee or coconut plantations, etc., but this would not be likely judging by the picture as things stand at the moment. (Only about 10% of the coconuts produced in the area are turned into copra, and the Cupola rubber blocks leased to some would-be growers have stood idle for some years now.)

(O) Attitude towards Local Government:

This heading has been fairly well covered under Section (L) above. The general attitude is one of "what can I get out of it for nothing". Community work on a self-help basis in the villages is only achieved after much haranguing and cajoling, and even then only if someone is standing over them to see that they get on and do the work. I suppose that the "Couldn't-care-less" attitude towards the Council has been partly brought on by the feeling that "they haven't done anything for me so why should I bother". This is probably due to the fact that Kerema Bay Local Government Council has been concentrating nearly all of its spending and activities in the Kerema area in the past and many of the villages feel left out and neglected.

APPENDIX "A"

RAINFALL FIGURES FOR MEREMA
JULY, 1969 - JUNE, 1970.

<u>MONTH:</u>	<u>RAINFALL IN POINTS:</u>
JULY	1540
AUGUST	624
SEPTEMBER	1297
OCTOBER	939
NOVEMBER	1225
DECEMBER	1568
JANUARY	263
FEBRUARY	1488
MARCH	1251
APRIL	797
MAY	1922
JUNE	<u>1460</u>
	<u>143.74 inches</u>

TERRITORY OF PAPUA AND NEW GUINEA.

APPENDIX "B".

LEADERSHIP.

LIRIOPE MOHA - from IOKEA in MALALAU Sub-District, aged about 36 years. Married with six children. Is a clerk in Sub-District office. He is also President of Kerema Bay Local Government Council - a position he has held for the past 4 years. Mr. Moha is also a member of Coronation High School Board of Governors and a member of the Lands Board in Kerema. He is the representative of the Meteorological Bureau in Kerema. He was schooled at the L.M.S. school at Moru and later at Sogeri Central School. He trained as a Co-operatives Inspector at Popondetta where he worked for 9 months. He then joined D.N.A. in Lae as a clerical assistant in 1954 and was transferred to Kerema in 1959. Mr. Moha is respected throughout Kerema Bay by the local people and is sought after for advice on various local matters.

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MEAPI KEROSAE - from SIVIRI village. Aged about ~~32~~⁵⁰ years. Married with eight children. Has had no official schooling. He acted as a carrier at BUNA during the War. He was chairman of the Kerema Bay Co-operative Society whilst this was active. He is the traditional leader of the MEIARIPI and SEFE clans which are amongst the biggest and strongest in the area. Meapi is sought after by the villagers for advice in local matters.

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KAUTIA POEVETA - of KARAETA village. Aged about 32 years. Married with five children. Had schooling with the L.M.S. school at Peto, and reached standard 6 at the High School, thereafter attending the Trade School at Iduabada where he trained as a shipwright. He is presently employed as a shipwright with the Marine section of D.D.A. in Kerema. Kautia has a good knowledge of the workings of the Administration and is liked and respected by his people. He holds a fair amount of influence in the area.

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HASU MOU - of UARIPI village. Aged about 58 years. Married with five children. Subsistence farmer. His uncle was a village leader in former days. Hasu reached grade II at school, worked as a domestic servant and later was made Chairman of the Co-operative Society. He was made Village Constable in 1942 and was elected to the Council in 1960. He remained on the Council till 1969. He has a working knowledge of English and is respected by his people who come to him for advice.

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APPENDIX 'C'

ATTITUDE TOWARDS CENTRAL GOVERNMENT

For the greater part the people of Kerema Bay are to some extent conversant with the workings of the Central Government of Papua and New Guinea. Only the Kemia people who have come in from the North and settled in SORE, HAIURO, KAKAKANDI, etc. could reasonably be expected not have much idea about the Central - or any other form - of government.

However despite constant instruction and discussion from D.D.A. officers on patrol through the villages of the census division the level of political advancement of the Kerema Bay peoples appears to be very low. I say "appears" to be low because I feel that these people really do know what is going on (per medium of the radio) but prefer just to shut their eyes, ears and minds to what they consider does not concern them. As mentioned in the body of the Area Study (see under Para. 0 page 11 - Attitude towards Local Government) the general attitude seems to be "what can I get out of the Government for nothing". There is no apparent conscious thought put into any questions of national Government policies, self government, independence, etc. This was only too evident by the stunned silence at the meeting of the Select Committee for Constitutional Development when the committee called for comments and questions from the local people present. Even the Councillors seemed to be out of their depth, despite the fact that patrols had gone round previous to the arrival of the Select Committee to try and discuss the questions likely to be brought up. In the majority of cases the circularised sheets were carefully put away by the Councillors and nothing was discussed at all.

So it seems pretty self evident that the attitude of the Kerema Bay people towards Central Government is one of apathy, indifference and a show of ignorance which enables them to trundle along through life without having to think.

APPENDIX 'D'

Accommodation, Services, Facilities, etc.

There is not much that can be recorded under this heading. There is only one Hotel in the Kerema Bay Census Division - that being Hotel Kerema owned and operated by H.G. & P. Wilson. There are no Guest Houses or service stations and the only workshops would be those of Government Departments, i.e. Transport, P.W.D, Electricity Commission, etc. Equipment - under the category of road-making equipment, compressors, drills, cement mixers, etc. again is only available at P.W.D. though tractors and trailers are available for hire from the Kerema Bay Local Government Council and there are two privately-owned tractors and trailers in Kerema and two privately owned trucks, - one of each owned by Kerema Traders store and Anton Lee store. There are Administration tractors and trailers and short and long-wheel base vehicles in both Murua Agriculture Station and Kerema. Epo Plantation, too has its own tractors, trailers and jeep as well as its own water transport in launches and outboards. There is one privately owned car in Kerema as well as several motor cycles, both Administration and privately owned. Outboard motors are widely used and several local people own and operate outboard motors as a small business venture carrying produce and passengers in their cooes for a (not too small) fee. There is not much choice in the way of trade stores in the census division; there are now three stores in Kerema town with the coming of Lee Bros. There are small stores or "canteens" at Uriri, Urupi, Mei and Opau while both Epo and Murua Stations have their own canteens. Kerema High School has started what seems to be a very successful venture in opening a small but well stocked shop which is run mainly by the students themselves and caters for High School students and staff as well as a number of residents on the Station.

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TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... Report No.....

Patrol Conducted by.....

Area Patrolled.....

Patrol Accompanied by Europeans.....

Natives.....

Duration—From...../...../19..... to...../...../19..... (broken periods).

Number of Days.....

Did Medical Assistant Accompany?.....

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

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

Map Reference.....
Ordinance.

Objects of Patrol.....
*General work of council activities, work programmes, etc.
Training of Finance Committee members and council clerks.
Discussions with and advice to council advisers.*

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....
.....
.....

67-2-69

Division of District Administration,

KONEDOBU. PAFUA.

29th May, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 25/69-70

Your reference 67-2-79/665 of 14th May, 1970.

I acknowledge with thanks receipt of Special Report by Mr. J. A. Johnston, Senior Local Government Officer of various Gulf District Councils' Headquarters.

The general improvement in the affairs of the Gulf District Councils is commendable and obviously reflects the conscientious manner in which Mr. Johnston is carrying out his duties.

On-the-job training of advisers is essential if a reasonable level of efficiency is to be maintained and, though Mr. Johnston may find it necessary to carry out some of the routine tasks for which the adviser is responsible, such remedial action should be directed towards ensuring that the officer is fully aware of what is required.

(T.W. ELLIS)

Secretary,

Department of the Administrator.

c.c.
Mr. J. A. Johnston,
District Office,
KEREMA. Gulf District.

(2)

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Mr. A. Johnston, Kerema.



TERRITORY OF PAPUA AND NEW GUINEA

67-2-69

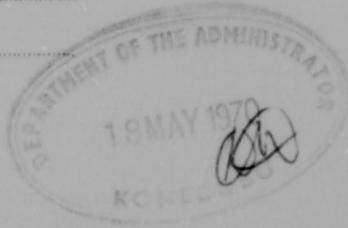
(6)

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

In Reply
Please Quote

DJH/KAM. No. 67-2-79/665.

Department of the Administrator.
KEREMA, GULF DISTRICT.



14th May, 1970.

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

KEREMA SPECIAL PATROL REPORT No. 25-1969/70.

MR. J.A. JOHNSTON, SENIOR LOCAL GOVERNMENT
OFFICER.

The abovementioned report is forwarded herewith
in duplicate.

The report is brief and self-explanatory and calls
for no special comment except with respect to Mr. Johnston's
comments regarding the necessity for him to involve himself in
routine adviser's duties in order to keep financial books
correct. It is hoped that with consistency of staff and
the constant supervision and inspections being carried out
by Mr. Johnston, that the situation will improve. Already
the councils in this District are completing their Capital
Works programmes for the first time ever, as a result of
Mr. Johnston's supervision and encouragement.

R. S. Bell
(R.S. BELL),
DISTRICT COMMISSIONER.

cc: A.D.C., ~~KEREMA~~.
Mr. A. Johnston, Kerema.

(5)

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL REPORT No. 25-1969/70.

J.A. JOHNSTON - SENIOR LOCAL GOVERNMENT OFFICER.

PATROL DIARY.

1970:
Jan. 21.

To Malalaua per plane. Investigation into death of woman on station. Per dinghy with A.D.C. to Lalapipi for council meeting. Dates apparently confused as no councillors present. To Kukipi to attend various matters and returned Malalaua at 4.30 p.m. Commenced collecting files and papers required for drafting amending constitution for East Kerema Local Government Council.

Jan. 22.

Coronial enquiry into death of woman yesterday (a.m.). Further collection of papers, etc., for East Kerema Council's constitution, including land files and maps. Commenced listing of all alienated land in East Kerema area.

Jan. 23.

Completed list of alienated land. Going through files extracting further information re alienated lands. Drawing up Proclamation Amendment Instructions; list of council resolutions; populations for each ward; covering memorandum for all. Commenced writing out of ward geographical descriptions (to 2 a.m.).

Jan. 24.

Completed writing and typing of ward geographical descriptions. Also typing of amending instructions, etc. Drawing map of council area with all ward boundaries, etc. Preparing fuel and gear for departure tomorrow.

Jan. 25.

With A.D.C. per river to Kukipi, thence through the channels to the east calling at villages en route informing councillors of meeting date. To Oalai - inspection of airstrip - discussions with councillor and villagers. To Roman Catholic Mission - discussions with priest re area roadwork.

Jan. 26.

Departed Oalai 6 a.m. To Kavora, Avihara and Iokea speaking with councillors. Visited Moru United Church mission station - inspected airstrip. To Miaru - discussions with A.D.C. Grigg. Subsequently returned Lalapipi at 5 p.m. to camp at Council Headquarters.

Jan. 27.

Checking of all council financial books for December/January. Attending council general meeting - discussion and finalisation of ward boundaries and amendments to constitution. Discussion on five year plan. At Lalapipi.

Jan. 28.

Finalising checking of books. Finance Committee meeting - advice to members on duties and procedures. Check of all accounts for payments. Full check and dissection of Co-operatives Wholesale Society A/c. since October, 1968.

(4)

- Jan. 28. Drafting letters re various matters. To Malalaua per dinghy at 4.15 p.m. Finalising all papers re East Kerema council proclamation.
(Cont.)
- Jan. 29. Carried out Visiting Justice's inspection of Corrective Institution and detainees. Expecting visit from Director and District Commissioner but postponed. Preparing to depart for Kaipi area when A.D.O. Maynard arrived in from there. Discussions re Kaipi area - extracting various information from files and matters arising.
- Jan. 30. Extracting Naintiba files from office for Kerema. Attending other general matters. To Kerema per plane at 1.30 p.m.
- Feb. 11 - 14. To Ihu per plane in p.m. (11th). Discussions with officers on area matters. Complete inspection of all facets of Orokolo Council - report on same. Short check and inquiry into financial and works side of Korimiri Council. Returned Kerema p.m. 14th.
- March 16. To Ihu per plane at 8 a.m. Assisting in balancing Korimiri and Orokolo books. Preparing draft of 2nd revised estimates for each council.
- March 17. Per truck through Orokolo to Nuro River. Awaited dinghy to 10.15 a.m. then proceeded Baimuru, arrived 1.45 p.m. Commenced checking of Council books since October, 1969.
- March 18. Completed checking of books; adjustments; balance, etc. Training of clerk in various matters. Preparing draft of 2nd revised estimates.
- Mar. 19-21. Finance Committee meetings. Training of members in preparation of estimates; five year plan; five year tax rates. With Finance Committee - preparing 2nd revised and draft estimates. Attending General Meeting - approval of estimates; listing projects for five year plan etc. With Finance Committee - drafting five year plan for year 71/72.
- March 22. Assisting in typing of estimates. Drafting covering memo. Departed Baimuru per dinghy at 1 p.m. To Arehava village at 4.15 p.m. Walked through Orokolo to Ihu. Arrived 7.15 p.m.
- March 23. Completed balance of Orokolo books. With Finance Committee - training in preparation of estimates, etc. Drafting of 2nd revised and draft estimates.
- March 24. Training of Korimiri Finance Committee in preparation of estimates, etc. Drafting of 2nd revised and draft estimates.
- March 25. Departed Ihu 8.30 a.m. per plane. To Kerema then Terapo. Per dinghy to Lalapipi with District Commissioner. Attended initial meeting of East Kerema Council since recent elections. Election of President and Vice President.

(3)

March 25. With Finance Committee - training in preparation of estimates and drafting 2nd Revised estimates. At Lalapipi.
March 26. Departed Lalapipi 7.15 a.m. - per dinghy with District Commissioner to Kerema at 1.45 a.m.

(2)

PATROL REPORT - KEREMA No. 25 OF 1969/70.

This is a special report covering visits made to Gulf District councils during the third quarter.

As in the second quarter, work with councils was curtailed somewhat due to the writer being involved in duties as acting Deputy District Commissioner up until approximately mid-March. Nevertheless, visits of several days were made to the East Kerema and Baimuru Councils, with visits of lesser duration to the Orokolo and Korimiri Councils. In addition approximately ten full days were spent with the Kerema Bay Council during the period. (A lengthy visit has subsequently been made to Kikori Council in April.)

Following are some brief particulars in relation to each Council:

EAST KEREMA:

The finalisation of new ward boundaries and an amending proclamation was done at the end of January and the new council area, etc., was proclaimed, including all people and land, on the 18th February, 1970. Elections followed during March with the election of, in the majority, of what appears to be a quite reasonable group of men.

Tax continues to be paid and the original estimate is expected to be exceeded by approximately \$2350.

The works program effort has improved a little, although it is expected that one major project (a classroom) and possibly one or two well installations will not be complete by 30th June.

KAIPI:

Tax collections have now slightly exceeded the original estimate of \$5350.

Works program progressing well and should be completed by 30th June.

People at eastern end of council area have been doing good self-help work in the construction of bridges and clearing of bush and timber for forming road from Koaru north to A.P.C. road to Malalaua.

KEREMA BAY:

Tax collections expected to exceed original estimate of \$5805 by approximately \$700.

Comments re the works program and other matters as made in the last quarter's report have not changed. Advisers do not, or are unable to, allocate sufficient time to council matters to enable this council to get ahead.

KORIMIRI:

Tax collections now slightly exceed the original estimate of \$4150.

The works program is still lagging in respect of two buildings (house and aid post), but it is anticipated that work will commence during May.

OROKOLO:

Tax collections are now estimated at approximately \$250 above the original estimate of \$3750.

The works program should all be completed by 30th June with the possible exception of a driver's house.

BAIMURU:

The original tax estimate of \$10,920 has had to be cut drastically by \$4000. This has been caused by a probable over-estimation in the first estimates, coupled with the people's reluctance or slowness to pay their tax.

The works program is progressing slowly, but with two major projects (hospital ward and visitor's transit house) still not commenced, it appears unlikely that these will be completed by 30th June.

KIKORI.

The original tax estimate of \$10,800 has had to be reduced by \$1800.

The works program is now progressing well and all should be completed, with the possible exception of an aid post, by 30th June.

GENERAL:

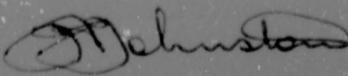
I would refer you to the Secretary's comments concerning last quarter's report (Kerema Patrol Report No. 16 - Secretary's memorandum 67-2-39 of 8th April, 1970).

The comments from the Local Government section are indeed correct. However, one matter that should perhaps be taken into account is that out of eleven officers who have been appointed as advisers to the councils during the past twelve months, six of these had no previous experience with council work. Of the other five, I could not class one as being "well versed" in all aspects of local government work.

However, despite the fact that all advisers appear to be of at least average intelligence and capability, council returns and work generally are always lagging behind; this despite repeated reminders of what is required.

Thus the writer has had to involve himself in routine adviser's duties in order to keep financial books correct, etc., and keep the councils, to some extent, up to the mark. The time involved, of course, should be spent on training of councillors, etc., and other associated matters.

Finally, my apologies for the late submission of this report.


(J.A. JOHNSTON),
SENIOR LOCAL GOVERNMENT OFFICER.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. KEREMA 26 OF 1969/70

Patrol Conducted by MR. D. O. MEAKORO, LOC. GOV'T. ASSIST.

Area Patrolled TWO COUNCIL AREAS (KAUPI, & EAST KEREMA.)

Patrol Accompanied by Europeans NIL

Natives NIL

Duration—From 21 / 1 / 1970 to 16 / 2 / 1970
27/2/70 to 31/3/70 Number of Days 59½

Did Medical Assistant Accompany? NIL

Last Patrol to Area by—District Services / / 19

Medical / / 19

Map Reference

Objects of Patrol POLITICAL EDUCATION, EAST KEREMA MULTI-RACIAL ELECTION,
CLERICAL DUTIES—EAST KEREMA COUNCIL.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

67-2-72

Konedobu.

9th June, 1970.

District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL NO. 26/69-70:

Your reference 67-2-80/718 of 25th May, 1970.

I acknowledge with thanks, receipt of Special Report by Mr. D.O. Meakoro, Local Government Assistant, to the KAIPI and EAST KEREMA Council areas.

This is a routine patrol, calling for little comment.

(T.W. ELLIS)
Secretary.

c.c. Mr. D.O. Meakoro,
District Office,
KEREMA.
Gulf District.

67-2-72

Konedobu.

9th June, 1970.

District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL NO. 26/69-70:

Your reference 67-2-80/718 of 25th May, 1970.

I acknowledge with thanks, receipt of Special Report by Mr. D.O. Meakoro, Local Government Assistant, to the KAITI and EAST KEREMA Council areas.

This is a routine patrol, calling for little comment.

T.W. Ellis ✓
(T.W. ELLIS)
Secretary.

c.c. Mr. D.O. Meakoro,
District Office,
KEREMA.
Gulf District.



TERRITORY OF PAPUA AND NEW GUINEA

67-2-72

4

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

In Reply
Please Quote

DJH/KAM. No. 67-2-80/718.

Department of the Administrator,
KEREMA, GULF DISTRICT.



25th May, 1970.

The Secretary,
Division of District Administration,
Department of the Administrator,
KONE DOBU.

KEREMA PATROL REPORT No. 26 OF 1969/70 -
KAIFI AND EAST KEREMA LOCAL GOVERNMENT
COUNCIL AREAS - D.O. MEAKORO, LOCAL
GOVERNMENT ASSISTANT.

Attached please find diary covering the abovementioned patrol. The electoral returns and report on the elections have been submitted by the respective advisers in separate reports.

Claim for Camping Allowance has been processed.

(Signature)
(M.S. BILL),
DISTRICT COMMISSIONER.

Encl.

PATROL REPORT NO. 26 OF 1969/70.

This report covered the period from 21/1/70-31/3/70.
It was noted only two Local Government Council areas were visited (Kaipi, and East Kerema.).

The details of the report are in the diary.

1. POLITICAL EDUCATION.

This Patrol was conducted by Mr. D. O. Meakoro, Loc. Gov't. Assist. The period from 21/1/70 - 16/2/70. There had been no Pre-political education campaign to the areas previously.

In many places, in Kaipi and East Kerema, as usual manner, the people gather in most central places. The female numbers were always considerably scarce in every places, except that of SILO NO. 1. (six women).

There were twenty-three questions, set out in English Language, there had always been a translation into Local Language 'TOARIPi'. In many places the questions were asked publicly, and in few ~~XXXXXXXXXX~~ smaller places, only interview one or two people.

The writer usually read through all questions, and allow five minutes thinking, then run through the whole questions together with the people, individually.

I would say majority of the people have no knowledge of Political Education. Would there be any course of such nature to be introduced to the areas, whereby people may learn.

~~Finally, XXXXX~~
Finally, not only Pre-political education campaign was carried out, ~~but~~ also checked on various projects done by the Council.

2. ELECTION - EAST KEREMA MULTI-RACIAL.

This Patrol was conducted by Mr. D. R. Simmins (R/O), from 2/3/70-14/3/70, accompanied by Mr. D. O. Meakoro, Presiding Officer.

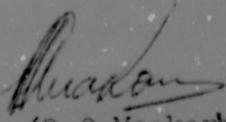
No Pre-election campaign previously to the area. The Pre-election talks were given at every Polling places, before election starts. Majority had marked their own ballot papers, but assistance were given to older men and women.

The both sexes turned up fairly well. There had been no female candidates at this election.

The manner of counting votes at each centre, each candidates usually mark their own scrutineer to count together with the Returning Officer. Blackboard were used during the election for counting, so that everyone will see whom they have marked 1, or 2, etc.

The successful candidates whereby majority votes, after distribution of First, Second, and Third preferences.

After their completion of election at 14/3/70, took up Clerical duties at East Kerema Local Government Council until 12/5/70.


(D. O. Meakoro)
Loc. Gov't. Assist.

KEREMA PATROL NO. 26 OF 1969/70.

PATROL DIARY FOR MR. D.O. MEAKORO. L.G.A.

1970.

Wednesday 21st January. 0800 hours departed Kerema for Karama per dinghy arriving 01100 hours, nothing much was done. Waited for PWD. team to finish with dinghy, to lift me back to Silo. NO.1.

Departed Karama 03.30 .p.m. for Silo NO.1 arriving 4p.m., walked to village, met by Councillor, checked Council projects, such as water wells, that completely uninstalled ~~as~~ yet, also materials are yet to be supplied.

The Current project was only to put Galvanised iron roof on the Womens Club. Measurements were taken by Mr. Maynard (ADO). ~~sa~~ reported while there.

Sat with 6 men and 4 women interviewed them on the Polical Education until 4.30.p.m.

Departed Silo NO.1 at 4.35.p.m. for Silo NO.2 along the beach arriving 4.45.p.m. Met by Councillor and other people. Sat around the fire interviewed them on the Polical Eduction until 6.p.m.

Looked around the village on Council projects. Two only wells. One completed, other due to complete, awaiting only pumps, pipes and cements Aid Post was under construction.

Departed Silo NO.2 at 6.40.p.m. for Iropi arriving 7.p.m. Interviewed the couple of people on Polical Education, until 7.30.p.m. Asked them that any Council Projected finished in the village. Reported two tanks, but not installed ~~as~~ yet.

Departed Iropi 7.35.p.m. for Karama arriving 9.p.m. Overnight Karama.

Thursday 22nd January.

Departed Karama NO.1 at 8.a.m for Karama NO.2., together with Taxpayers team, arriving 8.5.a.m. Self went ahead with the Polical Education ~~QUESTIONS~~ questions until 12 noon. Returned to Council Office, helped the Clerk Japhet with varicus matters until 5.p.m. Overnight Karama NO.1.

Friday 23rd January.

Departed Karama NO.1 per foot for Karama NO3. at 8.a.m. arriving 8.35.a.m. Ofosa well Liners were installed, except pipes, cement, and lead for covering. Uru and Aru villages, the wells construction were underway.

Interviewed some people on Political Education Questions, until 4.p.m. Returned to Karama NO.1 Overnight Karama NO.1.

Saturday 24th January.

At Karama NO.1. Council Projects are to date. Interviewed ~~some~~ people on Political Education, until 1.40.p.m., thence to, Council Office, attended various correspondence, and etc., until 6.p.m.

Sunday 25th January.

Sunday Observed Karama NO.1. Overnight Karama NO.1.

1969.²
1970

Thursday 5th February.

Finalising Book Balances with ADO Maynard until 10.a.m. Left Kaipi for Kerema per dinghy arriving 11.30.a.m. Visit to Police Station about a verbal Warrent been given to a Kaipi men refused to pay Council Tax, thence to see Kerema Bay Council President about payment of Hire of Kaipi Tractor by the Kerema Bay Council. To Bank until 12 mid-day.

To Office discussion with SLGO on number of minor matters for Kaipi Council. Departed Kerema for Kaipi per dinghy at 130 hours, arriving 2.30.p.m.

Attended Kaipi Council Meeting until 6.30.p.m. Overnight Karama NO.1.

Friday 6th February.

Departed Karama NO.1 0700 hours for Malalaua with Mr. Maynard (ADO) per dinghy arriving 10.a.m. An hours walk to Station. Report to ADC, due to the fact that, Kaipi Tractor has to be unloaded at Lelefiru point. Hired canoe from Moveave. On board the tractor, than left Malalaua 2.30.p.m. arriving Lelefiru at 5.p.m. Off loaded the tractor, than left Lelefiru for Karama NO.1, arriving 11.p.m. Slept Karama NO.1.

Saturday 7th February.

Departed Karama NO1. at 0560 hours, arriving Lelefiru 0700 hours. Waited for Mr. Maynard bringing trailer, arriving 0100 hours. Off loaded the trailer, than Mr. Maynard left for Karama.

Self at Lelefiru interviewing some people about the Political Education questions, until ,01000 hours. Hired a dinghy from Lelefiru to Savaiviri, arriving 3.30.p.m.

At Savaiviri waited for people return to village from bush. At 0700 p.m. commenced the Political Education questions until 8.p.m. Overnight Savaiviri.

Sunday 8th February .

Departed 0800 hours for Lelefiru to pick up my boxes, arriving 10.a.m. Departed Lelefiru 10.5.a.m. for Tapura village arriving 12.middy. Held Political Education questions with people until 2.30.p.m. Departed Tapura for Moveave arriving 3.30.p.m. Half an hours later discussion with the people about the Political Education questions. This was at Heatoare village. It went for two hours. Overnight Heatoare.

Monday 9th February .

Left 0800 hours for Heavala arriving 8.3.a.m. Held Political Education questions with the people until 0900 hours. Departed Heavala for Kukipi per M. W. AVANA, arriving 11.a.m.

Departed Kukipi at 11.30 a.m for Ilava, Havora, and Avihara villages. Questions papers were given to Mr. Grigg (ADO), arriving

Self departed Lese for Miaru, arriving 7.p.m. At 8.30.p.m. held Political Education H commenced, until 10.p.m. Overnight Miaru.

1970

Tuesday 10th February. Departed 0800 hours Miaru per Outboard Motor for Kukipi (3h.p.), arriving 2.p.m. to Isapeape village, accompanied East Kerema Tax Defaulters team arriving 3.p.m. Gathered some women interviewed them on Political Education questions, until 4.45.p.m. Returned to Kukipi arriving 6.p.m. Overnight Kukipi.

Wednesday 11th February. Attended East Kerema Council Meeting. Advised didn't turn up for meeting until 12 midday. Postponed meeting to be held 12/2/70. Afternoon writing up notes until 4.p.m. Overnight Kukipi.

Thursday 12th February. Attended East Kerema Council Meeting. Drafted up of 1970/71 development plan, includes Rule No. 1 of 1970/71, 2nd Draft, Second Revised and Draft Estimate, until 4.p.m. Home port tomorrow. Overnight Kukipi.

Friday 13th February. East Kerema Council Meeting. Shiller letters as above until 5.p.m. Departed Kukipi per M.V. Avana for Malalaua, arriving 8.30.p.m. Slept Malalaua.

Saturday 14th February. Observed Malalaua. Overnight Malalaua.

Sunday 15th February. Observed Malalaua. Overnight Malalaua.

Monday 16th February. Typing Tax Rule, Second Revised, and Draft Estimates, Drafted forth coming Election Programme, commencing 2/3/70. Waited for freight back to Kerema. Departed Malalaua per Aerial Four at 5.30.p.m. arriving 6.p.m.

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1970.

2

Friday 27th February. Departed Kerema 0900 hours per M.V. Magilla for Kukipi, arriving 4.15 p.m. Harbour, too shallow, anchored 0.5 miles, boat pulled out on the boat, slept on the boat. To shore per canoe arriving 7.15 a.m.

Saturday 28th February. Observed Kukipi. Overnight Kukipi.

Sunday 1st March. Left 0900 hours for Malalaua per boat, arriving 11.15 a.m. An hours walk about to Malalaua, arriving 12 midday. Discussed next day's election at Savaviri village. Returned late in the afternoon to Kukipi.

Monday 2nd March. Overnight Kukipi. Departed 0900 hours for Kukitix Savaviri per speed boat, arriving 0900 hours. Nominations were called for. Preparations for election called for, while waited for Mr. Simina, (N.C) early in 0900 hours for election with Mr. Reek (M.C).

Pre-election talks were held. Election started due to start. At 0930. Election until 0300. Overnight Kukipi.

Tuesday 3rd March. Departed Kukipi 0700 hours for Neatoara arriving 7.30 p.m. Held all nominations, all pre-election talk about election, until arrival of Mr. Simina, Mr. Reek, from Malalaua at 9.30 a.m.

Election started 9.30, until 11.30. Mr. Simina was a successful candidate. xxx 72 votes out of 126 male and female voters at third preferences. Overnight Neatoara.

Wednesday 4th March. All walk to Neavala village. Held election at 0700 a.m. Election only for two Councillors. Successful candidates were Palenay and Anthony Evers. Departed Neavala 7.15 p.m. arriving 7.30 p.m. at Kukipi. Overnight Kukipi.

Thursday 5th March. Waited for Messrs. Simina, and Reek, from Lokea, arrived 4.15 p.m. Departed Kukipi for Lalefiru arriving 5 p.m. Held election 5.30 p.m., until 7 p.m. Overnight Lalefiru. Successful candidates Sevesoa Memafu.

Friday 6th March. Departed Lalefiru for Hamuhamu per dinghy at 8.15 a.m., arriving 8.30 a.m., dropped off Patrol gear, to Kukipi per dinghy arriving 12 noon, to Lalapipi to pick up Electoral Roll. Returned to Hamuhamu 1 p.m. arriving arriving 2 p.m.

After half an hour, election xxx started 2.30 p.m. Four only candidates. Iore gave 32 votes, Karawa 1, Krokoko 1, Yaka 1, because 11 votes were not necessary, because Iore gave majority votes (as above). He was, then duly elected as Councillor. Overnight Hamuhamu.

Saturday 7th March. Departed Kukipi for Marekeha
at 12 midday. Departed Kukipi/Marekeha
for Kukipi Station arrived 11 a.m. Left
Kukipi 11.45 a.m. for Marekeha.
Election conducted at Marekeha.
Left Marekeha for Kukipi.
Arrived Kukipi 7.30 p.m. Overnight Kukipi.

Sunday 8th March. Departed Kukipi for Marekeha
at 7.30 a.m. for Kukipi
arrived 11.45 a.m. Observed
Election at Kukipi. Overnight Kukipi.

Monday 9th March. Went for Mr. Simmins, until 1 p.m. Mr.
Simmins was tied up with his office work.
Left Kukipi for Isapeape village
arriving 7.30 p.m.
Pre-elections until 6.30 p.m. Four candidates
elected. Overnight Isapeape.

Tuesday 10th March. No election until arrival of Mr.
Simmins at 10 a.m. Election conducted
between 10 a.m. - 11 a.m. Mitaharo Avosa
was elected. Departed Isapeape for Kukipi, arriving
12 midday. End of Election.
Afternoon compiling FOJ'S. Overnight
Kukipi.

Wednesday 11th March. Clerical duties - East Kerema Local
Tuesday 31st Government Council.

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GFB:GA

(10)

67-2-85

Division of District Administration,
KONEROCBU. Papua.

21st July, 1970.

The District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 27/69-70

Your reference 67-2-81/999 of 9th July, 1970.

I acknowledge, with thanks, receipt of Special Report by Mr. D. J. HOOK, A/Deputy District Commissioner, of parts WENTIA HANGOIA and KAREROPE Census Divisions.

This short patrol will have given Mr. Hook an excellent opportunity to gain a sound knowledge of the problems and needs of this area.

The details of road mileages, etc., are of particular interest.

(T. W. ELLIS)

Secretary.

Department of the Administrator.



TERRITORY OF PAPUA AND NEW GUINEA

67-2-84.509

Telegrams

Telephone

Our Reference.....

If calling ask for

Mr.....

In Reply
Please Quote

DJH/KAM. No. 67-2-81/999.

Department of the Administrator,
KEREMA, GULF DISTRICT.

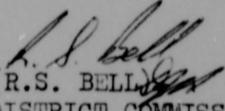
9th July, 1970.

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

KEREMA PATROL REPORT No. 27-1969/70 -
D.J. HOOK, a/D.D.C.

The abovementioned report is forwarded for your
information.

The matters raised in the report are in hand.


(R.S. BELL)
DISTRICT COMMISSIONER.

Encl.

(4)

DISTRICT OFFICE,
KEREMA, GULF DISTRICT.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA SPECIAL PATROL REPORT No. 27-1969/70.
PART WENTA, HANGOIA AND KABEROPE CENSUS DIVISIONS
D.J. HOOK, a/D.D.C.

REPORT NO: KEREMA 27 OF 1969/70.

SUB-DISTRICT: KEREMA.

DISTRICT: GULF.

COUNCIL AREAS: NIL.

PATROL CONDUCTED BY: D.J. HOOK.

DESIGNATION: ACTING DEPUTY DISTRICT COMMISSIONER.

AREA PATROLLED: PART WENTA, HANGOIA AND KABEROPE
CENSUS DIVISIONS.

PERSONNEL ACCOMPANYING: MR. N. McQUILTY, A.D.O., from
2.6.70 to 4.6.70.

DURATION OF PATROL: 2.6.70 to 10.6.70 (9 days).

DATE/DURATION LAST D.D.A. PATROL TO AREA: WENTA: 17.4.70 - 19.4.70
HANGOIA: 13.12.69 - 20.12.69.
KABEROPE: 13.4.70 - 18.4.70.

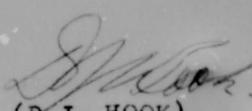
OBJECTS OF PATROL:

1. Familiarization.
2. Station Inspection, KAINTEBA.
3. Road inspection.

TOTAL POPULATION OF AREA:

WENTA:	2674
HANGOIA:	2231
KABEROPE:	1362

MAP REFERENCE: ATTACHED.


(D.J. HOOK),
A/DEPUTY DISTRICT COMMISSIONER.

(7)

PATROL DIARY.

Tuesday, 2nd June, 1970:

Left 10 a.m. by aircraft for KAINLIBA with patrol gear. Inspection of Kaintiba all afternoon until 6 p.m. Visited Lutheran Mission and spoke with Rev. P. Welke. Slept at Kaintiba.

Wednesday, 3rd June, 1970:

Completed inspection of office at Kaintiba and left in company with Mr. N. McQuilty, Officer-in-Charge, by motor bike along completed road to BEMA Roman Catholic Mission station, arriving 10.30 a.m. after travelling over 5 - 6 miles. Left mission at 11.30 a.m. after talking with Reverend Father Turner proceeding on by motor bike along the track following the WERR Creek and then following the ETO Creek. At 12.25 p.m. landslide stopped progress after travelling another 5.4 miles. Proceeded on foot until 1 p.m. Waited for carriers who arrived at 2.30 p.m. Left on foot for HAUWABANGA resthouse arriving at 4.30 p.m. Spoke with locals during evening concerning forthcoming bridge work over the TAURI River. Camped.

Thursday, 4th June, 1970:

Left HAUWABANGA at 9.40 a.m. passing KARANGAE resthouse at 10.40 a.m. and arriving at turn-off to TAURI river bridge site at 11.10 a.m. Walking track to this point well graded and in good condition. Waited for carriers until 12 noon, then proceeded on down overgrown track to bridge site arriving at 1.15 p.m. Rested at river and searched for suitable gravel deposits. Mr. McQuilty will take samples in the hope he can collect the required four yards locally, rather than have to carry any in. Left Mr. McQuilty at bridge at 3 p.m. arriving at EWANYA resthouse at the top of the IBEWA ridge at 4.25 p.m. The walking track up to EWANYA is graded and in good condition. Camped at EWANYA.

Friday, 5th June, 1970:

Left EWANYA resthouse at 8.10 a.m. along good graded track, arriving at WEMBDWA resthouse and Aid Post site at 10.05 a.m. Resthouse and Aid Post in good repair but Aid Post Orderly AKO complained of no support from locals who live in the bush except for census times. The few locals that could be contacted including Village Councillor MINARE were warned that if this attitude continued the Aid Post would be withdrawn. Left at 11.30 a.m. arriving at YAUYENA Creek at 12.40 p.m. Rested and waited for carriers. Left at 1.20 p.m. and arrived at PAU resthouse at 1.35 p.m. Afternoon spent talking with Village Councillor TOPETE and locals. Camped.

Saturday, 6th June, 1970:

Left PAU at 7.20 a.m. Passed IOMBA resthouse at 8.30 a.m. Met Rev. Fr. Besson on the track and walked on to KANABIA Catholic Mission station arriving at 9.50 a.m. Spoke with Mission personnel. Slept KANABEA.

Sunday, 7th June, 1970:

Left KANABEA at 6.50 a.m. arriving at YANDATI on the WEI River at 8.05 a.m. The WEI River is an excellent potential trout stream. Left YANDATI at 8.35 a.m. arriving at KOTUMBAIWA resthouse at 9.40 a.m. Rested until 9.50 a.m. and arrived at MEIWARI resthouse at 10.50 a.m. Inspected small but adequate

Aid Post; Aid Post Orderly KIRIPOPE was absent on patrol. Left MEIWARI at 11 a.m. and passed TRIKAMIN at 11.35 a.m. PAINA resthouse at 11.50 a.m., PAINA village at 11.55 a.m. arriving at HAWAKAGIA resthouse at 1.05 p.m. Caught up with carriers who had slept overnight at YANDATI. Left at 1.40 p.m. passing through IVANDU at 2.35 p.m. and arriving at UKUAMINA resthouse at 3.30 p.m. This is also the resthouse for the MERAPO group. Resthouse area was deserted but by late afternoon sufficient food had been purchased and Village Constable TOKAUYO had returned from the bush. Spoke with gathered locals during evening. Camped.

Monday, 8th June, 1970:

Left UKUAMINA at 7.55 a.m. along bush track. Rested at 9.10 a.m. and waited for carriers until 9.25 a.m. Proceeded on to air drop site at the head of the MAMURO Ridge arriving at 10.25 a.m. Rested until 11 a.m. and proceeded on to IWEIWA Creek arriving at 11.45 a.m. Followed down creek bed until 12.05 p.m. when track leaves creek and rested. Left at 12.55 p.m. arriving IVANA road camp at 2.10 p.m. Last carrier in by 2.50 p.m. Inspected road work of which exactly one mile has been completed to a 12 foot width. However, landslides have taken the bulk of this width away in three places. No population here and none arrived in answer to our calls. Spoke with Kerema per A⁵10 permanently stationed here, at 4 p.m. Rice issued to carriers. Camped.

Tuesday, 9th June, 1970:

Left IVANA at 7.05 a.m. with 11 carriers. Four carriers from UKUAMINA deserted during night. Rested at 8.10 a.m. until 8.35 a.m. waiting for carriers. Rested again at 10.25 a.m. waiting for carriers. Moved off at 11.05 a.m. arriving at the AIMKRIWA Creek at 1.10 p.m. Waited for carriers and moved off at 2.30 p.m. after all carriers had rested and eaten and new carriers had been taken on. Arrived at MABURU Creek at 3.55 p.m. and rested until 4.55 p.m. when moved on following down this creek, arriving at MAMURO village at 5.25 p.m. Met and spoke with Local Government Councillor KEREKERE who supplied food for purchase. Camped.

Wednesday, 10th June, 1970:

Attended to paperwork at MAMURO until 10.05 a.m. A 10 minutes walk to the landing site and then left for Kerema at 10.15 a.m. Arrived Kerema 11.30 a.m. Patrol completed.

END OF DIARY.



TERRITORY OF PAPUA AND NEW GUINEA

3

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

In Reply
Please Quote

No. 67-1-1/

Department of the Administrator,
District Office,
KEREMA.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA SPECIAL PATROL REPORT No. 27-1969/70.
PART WENTA, HANGOIA AND KABEROPE CENSUS DIVISIONS
D.J. HOOK, a/D.D.C.

Between the 2nd June, and 10th June, 1970, I carried out a Special Patrol passing through the WENTA, HANGOIA and KABEROPE Census Divisions. The objects of the patrol were to conduct an official inspection of Kaintiba Patrol Post itself, and to inspect the internal road network and proposed road route to Kerema.

Kaintiba Inspection Report No. 2-1969/70 of 16th June, 1970, covers the matter of the Station Inspection itself.

This report is of a special nature and will deal only with the matter of the proposed and existing roads in the areas visited and will not be in the form of a Situation Report.

ROADS IN KAINTIBA ADMINISTRATIVE AREA:

(a) KAINTIBA to BEMA Roman Catholic Mission:

Distance 5.6 miles. Trafficable to motorbikes and would be open to normal four wheel drive vehicles once two small areas of blasting are completed.

(b) BEMA Roman Catholic Mission to HAUWABANGA Resthouse:

Distance 12 miles. Trafficable to motorbikes for 5.4 miles and with minor blasting work would be suitable for four wheel drive vehicles for 3.5 miles. The entire distance is well graded.

(c) HAUWABANGA to TAURI River Bridge site:

Distance approximately eight miles. The first five miles have been cut and graded to a width of six feet. The last three miles down to the bridge have been surveyed but not cut, and is an overgrown jungle track only.

(d) TAURI Bridge to KANABEA Catholic Mission:

9 Distance approximately 19 miles. The first 3.5 miles from the TAURI Bridge site to IWANYE are well graded for vehicular traffic and cut to six feet width as are the next six miles from EWANYE to WEMOWA. The 3.5 miles from WEMOWA to PAU is overgrown and grades are too steep in many places, as is the last six miles from PAU to KANABEA. Parts of this latter section have been surveyed by the Catholic Mission at KANABEA but have not yet been cut along the survey line.

(e) KANABEA to UKUAMINA:

Distance 21 miles approximately. Apart from approximately two miles near KANABEA, the entire length of this route although cut to a width of approximately six feet as a walking track, has not been graded to a gradient suitable for vehicular traffic. Much of the track does follow ridges on a good gradient but then descends steeply into river valleys. The entire distance will therefore need reconstruction as a vehicular road. Approximately 1.5 miles of survey was completed by Mr. Didlick during his January patrol, from IWANDU to UKUAMINA, however work has not yet commenced on the cutting of this section.

ROADS ON KEREMA ADMINISTRATIVE AREA:

(a) JKUAMINA to MAMURO:

Distance approximately 35 miles. Apart from a distance of one mile at IVANA which has been completed to a width of 14 feet, the entire distance has not been cleared or a bench cut made, although the proposed road route has been surveyed and pegged by the Catholic Mission. These pegs were checked in a number of places and were found to be on a good gradient having been pegged by the use of levels and not merely by eye. Much of the completed section of one mile at IVANA has been blocked by slides and in places, the build up of rain water behind these slides has caused the bench of the road itself to have collapsed.

In my opinion, further work on the road in the IVANA area should concentrate on clearing the surveyed route and cutting a four feet wide bench suitable as a walking or motorbyke track. This bench can be widened to a vehicular road when completed. The advantages of this system rather than the present system of constructing the final road initially as is happening at present, is:

- (i) An improved walking track will give much better access to the area, than exists at present.
- (ii) Far longer stretches of track can be cut by the limited population available, than is occurring at present as cuts of only a few feet in depth, rather than the present cuts of 10 to 15 feet, will be needed.
- (iii) Landslides will not damage the narrower cut so severely as occurs at present due to lack of maintenance on clearing landslides between patrols.
- (iv) A long well graded walking track will be used by the locals, whereas at present the road is so short in distance that it is not used at all, and there is thus no interest in maintaining it.

The Catholic Mission at KANABEA has been given a D4 bulldozer to construct their airstrip on the station and to then use it on general rural road development in the area. The Mission had it arranged that Kennecott Mining Corporation would fly the bulldozer in to Kaintiba by their new large helicopter. At the last minute apparently - according to the priests at KANABEA - Department of Civil Aviation moved in and cancelled the trip. If this is the case, it is a great pity that such a bureaucratic attitude on the part of a government department can effectively curtail the development of an area such as this, where the presence of a bulldozer would work wonders, due to the scarceness of able-bodied males in the area to carry out rural developmental work.

GENERAL:

The people of the entire area visited are people of the KAMEA group commonly known as KUKUKUKUS. They are very unsophisticated compared with the Kerema coastal people, but are far more active than the coastal people in developmental work involving road construction.

The KAMEA people live in scattered garden hamlets and, as the area is generally sparsely populated, very few people were seen by me during my visit to the area. The few that were seen arrived in answer to the patrol's calls into the hills on its arrival at totally deserted resthouse sites. Even the Aid Post at WEMO was totally deserted apart from the Aid Post Orderly and his wife and the Village Councillor MINARE.

In view of the sparseness of the population and the scattered manner of their abode, rural development work on a communal basis, such as road construction, can only be successfully carried out when supervised by patrols into the area.

Reports were received while in the MERAPO area, that two Village Councillors from the KAINTIBA administrative area had visited Kerema and had been appointed Village Constables without first having the approval of the Assistant District Officer from Kaintiba. This report had antagonised many of the other Village Councillors in the area as they considered that these promotions had been made behind their backs and the back of the Officer-in-Charge at KAINTIBA. The reports are being investigated per my 92-2-1 of 19th June, 1970, to the Assistant District Commissioner, Kerema, although I understand from talking with the Assistant District Commissioner, Kerema, that in actual fact they were mere village rumour and that although the two men visited Kerema, they were not promoted to Village Constables.

There is intense friction in the WENTA and HANGOIA areas visited between the Catholic Mission and the Evangelical Lutheran Mission. This friction was caused by verbal argument between the three European Catholic priests at KANABEA and the three European Lutheran pastors who entered the area early in the year on a proselytising visit into this area which has been solely under the influence of the Catholic mission for the past five years when missionaries entered the area to settle for the first time. Unfortunately, this antagonism has spread to the local natives who appear to be playing one mission off against the other. The matter has been fully reported in my confidential memorandum to you.

ECONOMIC DEVELOPMENT:

European vegetables have been introduced to the area on a small scale by the missionaries living there and various administration personnel who visit the area. Great difficulty is experienced in obtaining vegetable seeds through the Agricultural Department in any large quantity for general distribution to the village people of the area. A further request for bulk seeds has been made to the District Rural Development Officer vide my 6-1-1 of 19th June, 1970.

The WEI River in the HANGOIA Census Division is an excellent potential trout stream. It should be examined in the very near future by a Fisheries Officer with a view to stocking it with trout as soon as possible. At present the trout would have time to breed without being fished out, than when the road from Kerema to Kaintiba is completed in a few years time. Trout

(2) (1)

fishing in this creek would prove an excellent tourist attraction as well as providing a source of protein to the local native inhabitants of the area. My 32-1-1 of 19th June, 1970, to the Director of Fisheries regarding this matter, refers.

D.J. Hook
(D.J. HOOK),
A/DEPUTY DISTRICT COMMISSIONER.

cc: Assistant District Commissioner, KEREMA.
Officer-in-Charge, Patrol Post, KAINTEBA.



SWANSON R

MOUNTAIN RANGE

Wenta
C/D

Handen
C/D

Wariabi
C/D

Hangora
C/D

TOKUA

KAMAR

KOTOMARINDI

WAEWA

HANGORA RIVER

WANGORA



MAP TO ACCOMP-
 ANY KEREMA
 PATROL REPORT
 NO. 27 OF 1969/71

Scale 4 miles = 1 Inch



TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of..... GULF Report No. KEREMA NO. 28 OF 1969/70

Patrol Conducted by..... MR. D. O. MEAKORO, LOC. GOV'T. ASST.

Area Patrolled..... 3 COUNCIL HEADQUARTERS.

Patrol Accompanied by Europeans..... NIL

Patrol Accompanied by Natives..... NIL

Duration—From..... 1 4 70 12 5 70 to..... /..... /19.....
18/5/70 to 15/6/70 - 42 3/4 days
30/6/70. Number of Days..... NIL

Did Medical Assistant Accompany?..... NIL

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

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

Map Reference..... ROUTINE LOCAL GOVERNMENT DUTIES.

Objects of Patrol.....

.....

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

GF8:HC

67-2-90

Division of District Administration,

KORORU. PAFUA.

4th August, 1970.

The District Commissioner,
Gulf District,
KORORU.

KORORU PATROL NO. 28/69-70

Your reference is 67-2-32, P.68/1084 of 23rd
July, 1970.

I acknowledge with thanks receipt of Special
Report by Mr. D.O. Meakoro, Local Government Assistant,
of part EAST KORORU, KORORU BAY and KIKORI Local
Government Council Areas.

Please refer to memorandum P.966 of 16th July,
1970, for the answer to your P.68/764 of 1st June,
1970.

This short report does not require any special
comment.

(T.W. ELLIS)

Secretary

Department of the Administrator

67-2-90.



TERRITORY OF PAPUA AND NEW GUINEA

3

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

In Reply
Please Quote

DJH/KAM. No. 67-2-82.
P68/1084.

Department of the Administrator,
KEREMA, GULF DISTRICT.

23rd July, 1970.

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

KEREMA PATROL REPORT No. 28-1969/70.

EAST KEREMA, KEREMA BAY AND KIKORI LOCAL GOVERNMENT COUNCIL
AREAS - MR. D.O. MEAKORO, L.G.A.

The abovementioned report is forwarded yours herewith
in duplicate, together with two copies of comments by the Senior
Local Government Officer, Kerema.

It calls for no special comment.

Claim for Camping Allowance has previously been paid
to Mr. Meakoro.

The matter of Mr. Meakoro's transfer was referred to
you vide my P68/764 of 1st June, 1970. To date no reply has been
received. Your reply regarding this matter would be appreciated,
please.

P. 966
16/7/70.

(R.S. BELL)
DISTRICT COMMISSIONER.

Encl.

cc: Mr. D.O. Meakoro,
Local Government Assistant,
KEREMA.

JAI/AM.

67-2-82/1053.

KEREMA, GULF DISTRICT.

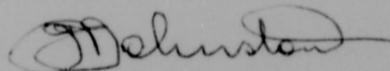
21st July, 1970.

The District Commissioner,
Gulf District,
KEREMA.

KEREMA PATROL No. 28-1969/70 -
COUNCIL AREA - D.O. MEAKORO.

Herewith the above report submitted by Local Government Assistant, Mr. D.O. MEAKORO. The report covers his field activities during the fourth quarter, during which time he was involved with the East Kerema, Kikori and Kerema Bay Local Government Councils.

Special comment is not necessary, although you may refer my P.68 of 20th May, 1970, which reported certain activities by Mr. Meakoro while in the East Kerema area.



(J.A. JOHNSTON),
SENIOR LOCAL GOVERNMENT OFFICER.

Encl.

PATROL DIARY FOR MR. D.O. MEAKORO, LOC. GOVLT. ASSIST.

1970.

Wednesday 1st April. To East Kerema Council at LALAPIPI per dinghy, relieving a leave Council Clerk, thence carry out clerical duties, until 4.06.p.m.

Thursday 2nd April. Departed 8.a.m. per dinghy for Malalaua wharf 9.a.m. Walked from wharf to station with the Executive/Finance Committee, arriving 10.a.m. Held Executive/Finance Committee meeting until 3.p.m. Departed 3.5.p.m for Kukipi per Toyota to wharf, arriving 3.10.p.m. thence per dinghy for Kukipi, arriving 4.15.p.m. Overnight Kukipi.

Friday
Wednesday 3rd April. To East Kerema Council Chambers, Minutes and other clerical duties until 4.06.p.m. Overnight Kukipi.

Saturday 4th April. To East Kerema Council Chambers, morning Meeting Minutes, afternoon observed. Slept Kukipi.

Sunday 5th April. Observed.

Monday 6th April. Departed 800 hours for Iokea village per dinghy arriving 10.a.m. Gave payments to Contractor for Iokea 'T' School Teachers kitchen, thence to Iokea airstrip per foot arriving 11.a.m. Investigation on number of men employed at the airstrip each day. This information was for ADC. Malalaua, thence walked back Iokea village arriving 4.30.p.m. Overnight Iokea.

Tuesday 7th April. Departed 8.a.m for Lese/Oalai arriving 10.40.a.m. Payment made to Oalai Aid Post Contractor, thence left Oalai for Kukipi at 11.a.m., arriving 12 midday. Overnight Kukipi. (part payment)

Wednesday 8th April. Clerical duties, until 4.06.p.m. (Council Office.).

Thursday 9th April. ~~8.a.m. to 4~~ Council Office, attended clerical duties until 4.06.p.m..

Friday 10th April. To Council Office 8.a.m. Executive/Finance Committee Meeting until 12 midday. Afternoon to Moveave Sawmill loaded timber for Kukipi 'T' School Teachers kitchen, until 4.15.p.m. Returned to Kukipi arriving 5.p.m. unloaded until 6.p.m. Overnight Kukipi.

Saturday 11th April. To Moveave Sawmill 8.30 a.m. per canoe, loaded timber for Kukipi Hospital toilets (2). Returned to Kukipi at 11.30 a.m. off loaded until 12.30p.m. Observed afternoon. Overnight Kukipi.

Sunday 12th April. Observed. Overnight Kukipi.

Monday 13th April. Depart 8.a.m. per dinghy for Lese/Oalai to give full payment of contract, thence took up down pipes for Iokea Teachers house arriving 12 midday. Returned to Kukipi following channel arriving 5p.m. Overnight Kukipi.

Tuesday 14th April. To Council Office entering Tax Tickets to Registers, correspondence etc. until 4.06 p.m. Overnight Kukipi.

1970.

- Wednesday 15th April. Departed 8 a.m. for Malalaua, arriving 10 a.m. at wharf, thence per foot following the road to station arriving 11 a. m. matters with ADC. re signing of cheques, other documents, such as Commonwealth Bank Agency, and Reserve Fund etc. and other minor matters for advice on, until 3.30.p.m. Returned to Kukipi per dinghy arriving 5.p.m. Overnight Kukipi.
- Thursday 16th April . To East Kerema Council Office 8.a.m. clerical duties until 12 midday, thence 1.p.m. to 4.06 p.m. Overnight Kukipi.
- Friday 17th April . To East Kerema Council Office 8.a.m. clerical duties until 12 midday, thence 1.p.m. to 4.06 p.m. Overnight Kukipi.
- Saturday 18th April. To East Kerema Council Office 8.a.m. filings, etc. until 12 midday. Observed the afternoon. Overnight Kukipi.
- Sunday 19th April . Observed.
- Monday 20th April. To East Kerema Council Office 8.a.m. clerical duties until 12 midday, thence 1.p.m. to 4.06 p.m. Overnight Kukipi.
- Tuesday 21st April . To East Kerema Council Office 8.a.m. clerical duties until 12 midday, thence 1 .p.m. to 4.06.p.m. Overnight Kukipi.
- Wednesday 22nd April. To Radio Office 8.a.m. booked a call to Messrs. D. Simmins, ADC., and A. JOHNSTON, SLGO, re Council Meeting put off until 29th April, because majority of the Councillors were absent. At 8.40 a.m. to Office carried out clerical duties until 4.06 .p.m. Overnight Kukipi.
- Thursday 23rd April. To Council Office, clerical duties until 12 midday thence 1.p.m. to 4.06.p.m. Overnight Kukipi.
- Friday 24th April . To Council Office 8.a.m. clerical duties until 12 midday. Afternoon to Malalaua per dinghy arriving 2 p.m. This was to send my family to Kerema per TAA Twin Otter. The plane didn't arrive until 2.50 p.m. Returned to wharf by Toyota, thence to dinghy leaving 3.5.p.m, arriving 4.06 p.m. Overnight Kukipi.
- Saturday 25th April . Saturday observed. Overnight Kukipi.
- Sunday 26th April . Sunday observed . Overnight Kukipi.
- Monday 27th April . To Council Office 8.a.m. clerical duties until 12 midday, thence 1.p.m. to 4.06 p.m. Overnight Kukipi.
- Tuesday 28th April. To Council Office 8 a.m. clerical duties , until 12 midday, thence 1.p.m. to 4.06 .p.m. Overnight Kukipi.

1970.

- Wednesday 29th April. To Council. Office 8.a.m. Preparation for General Meeting to be held at 9.a.m. to 6.p.m., thence Executive/Finance Committee Meeting until 7.30 p.m. Overnight Kukipi.
- Thursday 30th April. To Council Office 8 .a.m. clerical duties until 12 midday, thence 1.p.m. to 4.06 p.m. Overnight Kukipi.
- Friday 1st May . To Office-8.a.m. General Meeting Minute until 12 midday, thence 1.p.m. to 6.30 .p.m. Overnight Kukipi.
- Saturday 2nd May . To Office 8.a.m duplicate minutes, thence translation on Select Committee On Constitutional Development circular into local language, until 12 midday. More effort Monday. Observed the Afternoon. Overnight Kukipi.
- Sunday 3rd May . Sunday Observed . Overnight Kukipi.
- Monday 4th May . To Office, 8 .am. continued on translation until 12 midday. At 1.p.m. duplicating until 2.p.m. From 2.p.m. to 6.p.m. preparation on renioed forms to be distributed out to each villages in East Kerema Council area, and other matters as well. Overnight Kukipi.
- Tuesday 5th May . Correspondence, Payments of Accounts, Vouchers, and Receipts written, thence to Cash Book, and Ledgers etc. until 5.p.m. Overnight Kukipi.
- Wednesday 6th May. To Office 8.a.m. Filings only, until 12 midday. At 1.p.m. left for Malalaua per dinghy arriving 2.p.m., thence per foot following the road to station 3.p.m. ADC signed all cheques on payment on various Accounts, thence left Malalaua at 3.25.p.m. per car to wharf, thence to dinghy for Kukipi, arriving 4.30.p.m. Overnight Kukipi.
- Thursday 7th May . To Office 8.a.m. carried out clerical duties until 12 midday, thence 1.p.m. to 4.06.p.m. Overnight Kukipi.
- Friday 8th May . To Office 8a.m.- 12 midday clerical duties, thence 1.p.m. to 4.06 .pm. Overnight Kukipi.
- Saturday 9th May . Saturday Observed . Overnight Kukipi.
- Sunday 10th May . Sunday Observed . Overnight Kukipi.
- Monday 11th May . ~~To Office 8 a.m. - 12 midday clerical duties, thence 1.p.m. to 4.06 .pm. Overnight Kukipi.~~

1970.

-4-

- Monday 11th May . To Office, Hand/Over / Takeover Cash Book Balance \$4974.59, cash in Safe \$42.97, made up of \$1.80 Petty Cash, and Receipt not yet deposit \$41.17. Ledger Balance figure \$6460.54, other duties as well, until 6.p.m. Departed Kukipi for Malalaua per dinghy arriving 7.p.m. at wharf, thence per foot to station arriving 8.5.a.m. brought car to wharf to pick up 2 men patrol boxes, and returned to station arriving 9.p.m. Slept Malalaua.
- Tuesday 12th May . Departed Malalaua at 9.a.m. per TAA for Kerema arriving 10.a.m. , met by Mr. Johnston, SLGO at airstrip thence to District Office. SLGO advised to return to Office after lunch. To Office 1.p.m. commenced Patrol Report NO.26 until 4.06.p.m.
- Monday 13th May . To Kerema Bay Council Office 3.p.m. Attended following matters. Checked with Council Clerk re 10 louvers frames for 5 windows for Council Chambers re orders placed yet ?, thence to President and Contractor for 3 tanks, thence signatures on Reserve Fund document until 4.06 p.m.
- Tuesday 19th May . To Kerema Bay Council Office 7.45 a.m. VENA. Territorial Premium Securities, re Reserve Fund, until 12 midday. At 1.p.m. sit in on meeting with Select Committee On Constitutional Development, until 5.30.p.m.
- Wednesday 20th May. To Kerema Bay Council Office 7.45 .a.m. Letter to Reserve Bank re Reserve Fund. Test on with Police to drive class 5 motor vehicle, until 12 midday, At 1.p.m. pass a word to Karaeta village for plumber to come to Office, and other duties as directed until 4.06 p.m.
- Thursday 21st May . 7.45 a.m. to Hospital, returned to Office 8.30.a.m. Kerema Bay Council Meeting minutes, until 12 midday At 1.p.m. minutes until 4.06.p.m.
- Friday 22nd May . 7.45.a.m. effort on minutes, until 12 midday. At 1.p.m. minutes and completed it, ready for duplication, until 4.06.p.m.
- Saturday 23rd May . Observed.
- Sunday 24th May . Observed.
- Monday 25th May . 7.45 a.m. to Office, Journal Entry, Assets Register until 12 midday. At 1.p.m. Filings, other matters as required until 4.06.p.m.
- Tuesday 26th May . 7.45.a.m. to Office, Voucher and Cheque for payments of Accounts, thence to District Office, duplicating minutes until 12 midday. At 1.p.m. to 4.06.p.m. minor matters with Kerema Bay Council.
- Wednesday 27th May. 7.45.a.m. more of the accounts etc. 2 letters to District Commissioner, thence to Cash Office, DDC, and District Commissioner until 12 midday. At 1.p.m. to 3.30 p.m. discussion matters with DC. Returned to Office carried out another letter to District Health Officer, until 4.10.p.m.

①

KEREMA PATROL REPORT NO. 28 OF 1969/70.

This is a special report covering the periods visited to Council Headquarters during the quarter, except that of East Kerema.

East Kerema.

After the completion of East Kerema Council's elections at 14/3/70 (refer report No. 26 of 1969/70), relieved a Council Clerk and carried out clerical duties, until 11th May, 1970.

At the period of relieving, the Adviser was not available, ^{at time of} handover/takeover on Monthly Financial Statement for March, '70, Cash Book balance figure \$15,189.96, cash on hand \$187.75, Petty Cash \$7.25, Ledger Balance figure \$16,687.91, seemed to be satisfactory.

Apart from clerical duties, supervised various current Council projects, and at intervals shift materials to places. This work include URITAI village well, Teachers Kitchen at Kukipi 'T' School, 2 toilets for Kukipi Hospital Ward, and visited IOKEA 'T' School Teachers kitchen, Lese/Oalai and Moveave villages Aid posts, and also and also contracts were given for channels to give a better communication to the area.

Fewer of this contracts had made a success of it, and payment the same after the completion of the project.

Finally, handover/takeover by Council Clerk after the leave. Cash Book Balance figure \$4974.59, cash in safe \$42.97, made up of \$1.80 petty cash, receipt not yet banked \$41.17. Ledger Balance fig. \$6460.54.

Kerema Bay.

Various duties attended during 18th May to 15th June, '70. This require no comments necessary as the details are in the Patrol diary. Number of field days excluded Kerema Bay Council.

KIKORI.

Bringing up to date the Stores General Journal Entries only.

This report ends at 30/6/70, although the total 24 days spend at Kikori and the part of it will include in the next quarter.

The end of report.



D.O. Meakoro
Loc. Gov't. Assist.

Amount returned Store



TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of GULF Report No. 29-1969/70.

Patrol Conducted by I.A. JOHNSTON, SENIOR LOCAL GOVERNMENT OFFICER.

Area Patrolled GULF DISTRICT COUNCIL AREAS.

Patrol Accompanied by Europeans NIL.

Natives NIL.

Duration—From 1/4/1970 to 30/6/1970 (Broken periods).

Number of Days 30

Did Medical Assistant Accompany? No.

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

Medical -/-/19

Map Reference -----

Objects of Patrol Inspection work with all Gulf Councils.

Training and advice to clerks and advisers.

General Council matters.

Director of District Administration,
PORT MORESEY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

67-2-89

Konedobu.

4th August, 1970.

District Commissioner,
Gulf District,
KEREMA.

PATROL NO. KEREMA 29/69-70:

Your reference 67-2-83/1051 of 22nd July, 1970.

I acknowledge with thanks receipt of Special Report
by Mr. J.A. Johnston, Senior Local Government Officer, of
Gulf District Local Government Council areas.

(T.W. ELLIS)
Secretary.

67-2-89.

4



TERRITORY OF PAPUA AND NEW GUINEA

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

In Reply
Please Quote

DJH/KAM. No. 67-2-89/1051.

Department of the Administrator.
22nd July, 1970.

KEREMA, GULF DISTRICT.

The Secretary,
Division of District Administration,
Department of the Administrator,
KONEDOBU.

KEREMA SPECIAL PATROL REPORT No. 29-1969/70.
GULF DISTRICT COUNCIL AREAS,
J.A. JOHNSTON, S.L.G.O.

Forwarded herewith is the abovementioned report in duplicate.

The report does not call for any special comment, as all matters of council business arising from Mr. Johnston's patrol have been dealt with under separate correspondence.

Through Mr. Johnston's efforts, the Local Government Councils in this District are beginning to look up, for the first time since their inauguration. There is still a long way to go however, before they reach the desired standard of operation.

(R.S. BELL)
DISTRICT COMMISSIONER.

Encl.

TERRITORY OF PAPUA AND NEW GUINEA.

3

KEREMA PATROL REPORT No. 29-1969/70.

J.A. JOHNSTON - SENIOR LOCAL GOVERNMENT OFFICER.

1970

- April 2 Per dinghy to Karama and Kaipri Councils. Check and inspection of all council books. Assisting to bring up to date and balance. Sitting in on general meeting. Further work on books at night.
- 3 Further work on books, estimates, rules, etc. Departed 1 p.m. - walked via Cupola to Kerema checking on various roadworks en route - arrived 5.45 p.m.
9. To Kikori per T.A.A. at 7.45 a.m. Discussions with council adviser. Check of various particulars in estimates. Commenced check of financial books since 1st July, 1969. Search for errors in balances September to November.
- 10-11 Continued check of books - balance at 31.3.70. Tax ticket audit. Going through all matters with clerk explaining procedures. Check of ledgers against estimates noting votes requiring probable variation before 30.6.70.
- 12-17 Full check of council trade store books. Books in rather a mess. A cash deficit of \$22.71 finally recorded. Many adjustments required in cash book. Analysis list of all revenue and expenditure. Check and dissection of all companies' accounts since 1.7.69. Many confused with store and general council goods being charged together. All adjusted. Listing all debtors and creditors. Check on all particulars re Shell Agency and set up separate system of recording. Physical stocktake of all goods in Bulk and Trade Stores. Costing and extension of same. Effecting financial statement, etc. An approx. loss of \$470 disclosed. Stocktake of all council building materials, etc. Proper use of suspense ledger discussed with adviser.
- 18 Checking of various aspects of trade store balance, but no mistakes located. Intending to proceed to Baimuru per T.A.A but no seat available. Attending to general council matters in p.m.
- 19 Proceeded Baimuru per dinghy in a.m. General look over council books in p.m.
- 20 With Finance Committee - drafting of five year plan for 72/73, 73/74 and 74/75.
- 21 Attending to various council matters. To Kerema per T.A.A. at 12.30 p.m.
- 29 To Terapo with District Commissioner at 9.30 a.m. To Lalapipi per dinghy. Attending East Kerema Council meeting.
- 30 Check through council books. Assisting clerk in search for error in reconciliation. Finalizing figures for 2nd Revised Estimates. Typing of estimates and covering memorandum.

- May 1 To Malalaua with Assistant District Commissioner at 8 a.m. Discussions with A.D.C. and A.D.O. re Kaipi Council and general matters. Per road to vicinity Meaporo River. Inspecting road and bridge-works through to Koaru. Walked to Kerema - arrived 6.30 p.m.
- 7-9 To Kikori at 7.30 a.m. per T.A.A. Discussion various matters with Adviser. Physical stock take of Council trade store goods and check of bulk store stock cards. Pricing and extending stocktake sheets. Check of cash book etc. and all company invoices and statements. Reconciliation and financial summary effected - disclosed a loss of \$228.62.
Returned Kerema (9th) per T.A.A. at 1 p.m.
- 25-30 To Ihu (25th) per Aerial Tours at 3 p.m. General discussions with A.D.O. and council adviser.
Check of Korimiri council books - balance not effected since 31.1.70 due to journal error. This corrected and balanced up to date. Check of Orokolo books - all correct.
Four days spent assisting Local Government Finance Officer in annual audit of Korimiri and Orokolo council books.
- June 10-11 To Karama per foot at 9 a.m. Attending Kaipi council meeting. Attention to letters, etc. with adviser and clerk. Discussions with councillors re Select Committee questions.
Returned Kerema (11th) at 6.30 p.m.
- 30 To Kikori per T.A.A. at 7.45 a.m. Physical stocktake of council trade store and bulk store.
-

①

PATROL REPORT - KEREMA No. 29-1969/70.

This is a special report covering visits made to Gulf District councils during the fourth quarter.

As indicated in the patrol diary, visits were made to each council, including approximately 12 days spent with the Kerema Bay Council, which did not involve patrol days.

The over-all picture of each council in relation to its revenue collections, completion of works program, etc., will not be fully known until annual financial returns are completed. However, although each council will have a carry-forward figure in its estimates, they are all much more up to date in their works programs than has been the position in the past.

Visits made to Kikori council during the quarter were primarily for carrying out a check on the trade store. Unfortunately it was revealed that the store is showing a loss, this being due to pilfering of goods by employees (insufficient evidence for Court action) and a loss through the Shell Agency. The latter is still being investigated.

As mentioned above, when all annual financial returns are completed, a clear picture of each council's progress during 1969/70 will be available. This will be reported in the next report.

J. A. Johnston

(J.A. JOHNSTON), *AKU*
SENIOR LOCAL GOVERNMENT OFFICER.

Amount Returned to Store



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of GULF Report No. 1369/70

Patrol Conducted by Mr. B. J. LAMONT, ASST. TANK PATROL OFFICER

Area Patrolled PETOE-UNUPI-NETI VILLAGES

Patrol Accompanied by Europeans NONE

Natives R. ROSIYA KOVELLA, INTERPRETER

Duration—From 23/6/1970 to 26/6/1970

Number of Days 4 days

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 1/12/1969 to 5.12.69

Medical / / 19

Map Reference MILING OF KESEMA JOURNAL OF MAIL

Objects of Patrol SUPERVISE ROAD CONSTRUCTION

GENERAL ADMINISTRATION

Director of District Administration, PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

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

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

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

67-2-87.

9

A

DJM/KAB. 67-2-34/1099.

KEREMA, GULF DISTRICT.

24th July, 1970.

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

KEREMA PATROL REPORT No. 30-1969/70.
PART KEREMA BAY CENSUS DIVISION
MR. B. LANCHE, A.P.C.

Thank you for the above special report and your comments.

It is typical of the attitude of many of the people from the coastal fringe of this District that if anything is to be done in their area, then it must be done by an outsider - either the Administration or, as in the case of the road to PETOI, by imported Highland labourers.

Until the people decide that it is time to do something for themselves, progress on rural development work will of necessity be slow.

Your comments adequately cover the matters raised in the report.

Claim for Camping Allowance has been processed and is attached hereto for payment.

(R.S. BELL),
DISTRICT COMMISSIONER.

Encl.

Minute to:

The Secretary,
Department of the Administrator,
Division of District Administration,
KONEDOBU.

The abovementioned report, together with comments by the Assistant District Commissioner, Kerema, is forwarded yours herewith in duplicate.

R.S. Bell
(R.S. BELL)
DISTRICT COMMISSIONER.

Encl.

8

KS67-2-2
JBQ:CB

Sub-District Office,
KEREMA.

10 July, 1970.

The District Commissioner,
Gulf District,
KEREMA.

Kerema Patrol No. 27-1969/70

Please find attached three copies of the above Report, together with Claim for Camping Allowance.

2. Mr. R. Rovela's Claim has been paid at this office.

3. Comments required are:-

(a) An extremely unspectacular note of progress has been made on this road in a year. Despite the efforts of at least six patrols, mechanical assistance, payment for economic trees, the people show little inclination to work.

(b) We have now put 14 mountain KAMIA people on the job on a contract basis. In less than two weeks, these people have done nearly as much work as has been done in six months by the coastal people.

(c) Trees and coconuts cut down are being power sawn into 12 foot lengths and used for corduroy over the low-lying and swampy sections.

(d) Economic

Mr. Lamont's report demonstrates that these people do not want to help themselves. Basically they are content to sit and watch the world go by - a pleasant way of life, but hardly suitable in this day and age as the Territory moves closer to self-government and independence.

5. For your comments and onforwarding please.



J.B. QUINN
ASSISTANT DISTRICT COMMISSIONER



TERRITORY OF PAPUA AND NEW GUINEA

7

Telegrams
Telephone
Our Reference..... KS 67-2-2
If calling ask for
Mr..... JBG/jc

In Reply
Please Quote

No.

Department of the Administrator,
Sub-District Office,
KEREMA

19th June, 1970

Mr. B. Lamont, A.P.O.
Sub-District Office,
KEREMA

Dear Mr. Lamont,

KEREMA PATROL NO. 27 - 1969/70

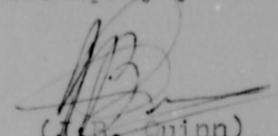
Our discussions refer.

2. Please be prepared to depart to the PETOE/MEI/
UARIPI area on 22/6/70.

Your duties will be:

- (a) Supervision of road work.
- (b) Cutting and pegging road line from MEI to the Bluff.
- (c) Discussing contract road work with MEI/UARIPI people.
- (d) Discussing hire of tractor/trailer with Fr. Michellod.

3. You may take the two chain saws and the motor-bike
with you. Mr. R. Novela will also accompany you.


(J.B. Quinn)
Assistant District Commissioner

6

TERRITORY OF PAPUA AND NEW GUINEA.

KEREMA PATROL NO. 27 of 1969/1970.

REPORT NO: Kerema No. 27 of 1969/1970.

SUB-DISTRICT: Kerema

DISTRICT: GULF

COUNCIL/NON COUNCIL AREA: Kerema Bay Council Area

PATROL CONDUCTED BY: B. Lamont

DESIGNATION: Assistant Patrol Officer

AREA PATROLLED: Petoe - Uaripi - Mei'i

Personnel Accompanying: Interpreter Roseva Rovella

DURATION OF PATROL: 22-6-70 to 26-6-70

OBJECTS OF PATROL: Supervision of the construction of the
Petoe - Ihu Coast Road
GENERAL ADMINISTRATION

TOTAL POPULATION: 1466

MAP REFERENCE: Milinch of Kerema, Fourmil of Wau.

VILLAGE POPULATION REGISTER: Not enclosed.

TERRITORY OF PAPUA NEW GUINEA

KEREMA PATROL NO. 27 OF 1969/1970.

PATROL DIARY.

MONDAY
22-6-70

To office to finalize the organization of equipment for the patrol. With all organized I went to the beach to depart for Petoe. Left the beach at 9.05 by dinghy. First we went along the bay to inspect the 'baits' that were in the water. These baits are to test the presence of Marine Borers. With the inspection complete we headed straight for Petoe. Arriving 9.25 a.m. I left the boat there took to Honda 90 bike and headed for Uaripi. I inspected the road work here and spoke with the men concerning work. At this stage they were cutting coconut trees west of Uaripi. I then returned to the rest house to find that the boat had arrived and all cargo had been conveyed to the rest house. I then went to Mei'i to check on work there. Arriving at the work site at 10.30 a.m. I found that only twelve men had bothered to arrive for work. I had noticed many still wandering along the beach. I sat and discussed work with the men, they were not too happy with the prospect that they were making a road that would be washed away by the high tides. After a while all men arrived and I saw them start. I then returned to Uaripi to help with the work there. At 3.15 p.m. I then returned to Mei'i work site to find the men leaving, 'what Unionists leave home at 8 a.m., leave work for home 3.15 p.m. Spoke severely to Councillors and men present on the beach. Back to Uaripi. Spent some time that night talking to the Councillors and village people. Overnight UARIFI.

TUESDAY
23-6-70

Left Uaripi for Petoe wharf to see that the men from Mei'i loading the DARU returned to work and not to wander off fishing. Returned to Uaripi for breakfast. Men from Petoe late this morning, all had spent some time mourning the death of one of their relatives. Went to Mei'i at 8 a.m. to find that all men were in fact at work or close to the work site. I returned to Uaripi to check on work and find sufficient shovels for 'willing hands'. Went to Petoe to find shovels, found five. At 12 noon I left Uaripi for Mei'i to see if I could find a track through the swamp far enough back from the sea not to be affected by High Tides. This proved fruitless. Spent some time with the Mei'i men then returned to Uaripi. On my arrival I found that the men had decided they would change the direction of the road, ditches had been dug, but the men were told to fill these and then go back the way the road was to go in the first place. The trouble arose over five (5) coconut trees (immature) that were forming the 'centre line' of the road. The trees had been paid for so were duly removed. Work on both work sites progressing reasonably well. Overnight UARIFI.

WEDNESDAY
24-6-70

Left for Mei'i at 7.30 to show ten (10) men what I required them to do. The track to Mei'i was to be four (4) foot wide from the end of the work site to the BLUFF. I then returned to Uaripi to hold some discussions with the men concerning the purchase and care of chickens. I measured the Women's Club House so that I could order timber for it's completion. If work is not soon started the bolts will have to be replaced in the cement blocks. I walked along the entire road from Uaripi to Mei'i and beyond, noting stumps, gardens and logs that were to be removed before the road would be useable. Spoke to the Councillors at Mei'i concerning this work. Found that the teachers house had not been completed. I then rode to the BLUFF and beyond to check on progress that the Mei'i men were making and how work was progressing from the IHU side. Back to Uaripi. Mr. Quinn arrived from Kerema at 4.30 p.m. We then departed for Kerema. Overnight KEREMA.

...../2

THURSDAY
25-6-70

To office to collect some money to pay for the gardens and work on cutting the trace to the BLUFF. To the beach to have the boat take me to Petoe. Left the beach at 9.05 a.m. before arriving at Petoe I checked the baits in the Bay near Siviri, under the wharf. I arrived at Petoe at 9.30 a.m. I then went to Mei'i and then to the BLUFF. The men cutting the trace had started with a four foot wide trace and were now cutting over 10 feet, I asked them if they would go back and cut 4 - 5 feet and hence complete the job in half the time. I returned to Uaripi to remove some coconut trees that were on the road section in the village. Spent two or three hours that night discussing the proposal to pay some men some money to work along the road. This money was to help those who didn't have enough money to pay the forth coming Council Tax. Overnight Uaripi.

FRIDAY
26-6-70

To Mei'i to check on the work being done by the 10 men. All men were at work and progressing well along the road, they were exactly one (1) mile from the BLUFF, They should be finished this job by this afternoon. Returned to Mei'i to discuss with the Councillors and the Council Committee the matter of employing some people to work along the road from the BLUFF to Mei'i, this was as I discussed with the Uaripi Councillors. All parties seemed happy with the Government 'giving' money in an effort to offset the jailing of people who failed to pay Council Tax. Returned to Mei'i road work site to check on work on the trace. Then I went to Uaripi to remove a few more coconut trees. I left Uaripi for Kerema arriving at Kerema 3.45 p.m.

END OF PATROL.

SITUATION REPORT.

INTRODUCTION

This patrol was mounted for the prime purpose of supervising the work being done on the construction of the IHU/PETOE road. The section that I was concerned with was UARIPI - MEI'I and MEI'I - THE BLUFF.

The work on this road was started in July last year by A.D.O. Mr. J. Mundell, (see Kerema Patrol No. 1 of 1969/70). The work was started on the basis that all men worked for a week then tendered their gardens. This was later changed to two days a week which is still in operation. The days of work are Monday and Tuesday each week.

Work has progressed slowly in certain sections and in others work has gone ahead in leaps and bounds. Due to the men still thinking that they are 'getting a raw deal' work has not been as fast as it should and nor has the finished work been up to a good standard. Another problem that is encountered is the one of most able bodies and able minded youths leave these villages for work in Port Moresby, Lae or other centres of the Territory.

Progress on the road to date is as follows:

Petoe - Uaripi section: This stretch of the road is now complete. There remains three house posts on the road and it is a little rough in some places. It was noticed that some of the ditches would need to be redug. This section measures 1.7 miles on the motor cycle.

UARIPI - MEI'I Section: All trees have been removed from the full width of the road. There are three gardens that have to be purchased and removed from the road site. The men had dug approximately 200 yards of ditches along the road on this section. This section is being constructed by the UARIPI people after some early arguments over who should work this section.

MEI'I - THE BLUFF Section: This section is the largest and also the most difficult. All the coconut trees have been purchased and removed. There is a stretch of road approximately 400 yards that the men have cut the trees above the roots and now have to remove these, but this will involve some considerable work to remove them. There is one section measuring 1.2 miles, along the beach, that is subject to tidal flooding. After some discussion with the village people I was informed that the sea was affecting this area because one old man was unhappy with the MEI'I people who took coconuts from his trees on this section. As he was too old to climb the trees and collect the fruit he had decided that he should 'spell' the sea to wash all his coconut trees away and also the road. It appears to me if we can put this explanation aside and look at the tide charts it seems that high tides could affect it when over 8.5 feet. This is an approximation, but I feel that it would be close enough for all intending purposes. The main problem here I feel is that if the sea washes away the slight ridge that stops most high tides washing in the road will be continually flooded at all high tides. The reason we must travel close to the sea is that the sago swamps infringe on road for 1.2 miles. The water that comes into this swamp is tidal from the back section of the Petoe/Uaripi/Mei'i point. In one section the sea and swamp are 25 yards apart.

Work is progressing reasonably well here. I feel that a lot of time is lost in walking between home and work. As the people are such 'unionists' this problem will worsen while we move further away from Mei'i. I have instructed the men to return to the area that joins the UARIPI section and dig ditches through the village. We are hoping that in approximately two weeks the ARAIMIRI Mission will start to use the MEI'I - PETOE section in an effort to consolidate the road and the idea in the people's minds that we do intend to use the road.

POLITICAL

The villages of PETOE, UARIPI and MEI'I come under the influence of the Kerema Bay Local Government Council. Although there were no discussions on government the people seem to understand some of the workings of the Council and the House of Assembly. I agree fully with a comment by Mr. A. Meikle (Patrol officer in Training) Kerema Patrol No. 14 of 1969/70 when he says, 'However, it is only too evident that they have entirely the wrong idea as to what governing bodies concerned will do for them. It seems that the general opinion is: "The government - both local and national - is there to look after us, so why should we bother". This is well illustrated by their general lack of will to help themselves. Self help schemes just won't work in this group of villages without the constant supervision by D.D.A. staff'.

ECONOMIC:

These people lack the basic ingredient to be economic, that is initiative. Although there appears limited scope for improvement at this stage there are good stands of economic coconut trees. These could be cropped in an efficient manner and the people would be able with the road completed have their copra transported to the Petoe wharf. The old Petoe wharf is to be replaced by a large and expensive structure in the new financial year, this will assist loading of produce for markets.

Whilst in the area I noticed several copra driers, not one was in use although a few people were seen to be making an effort to sun dry some copra.

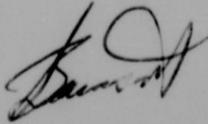
The people are showing keen interest to raise chickens on an economic scale. This is receiving support from the writer who has helped several people in purchasing chickens from Moresby and supplying them with sufficient food to give the chickens a sound start.

SOCIAL:

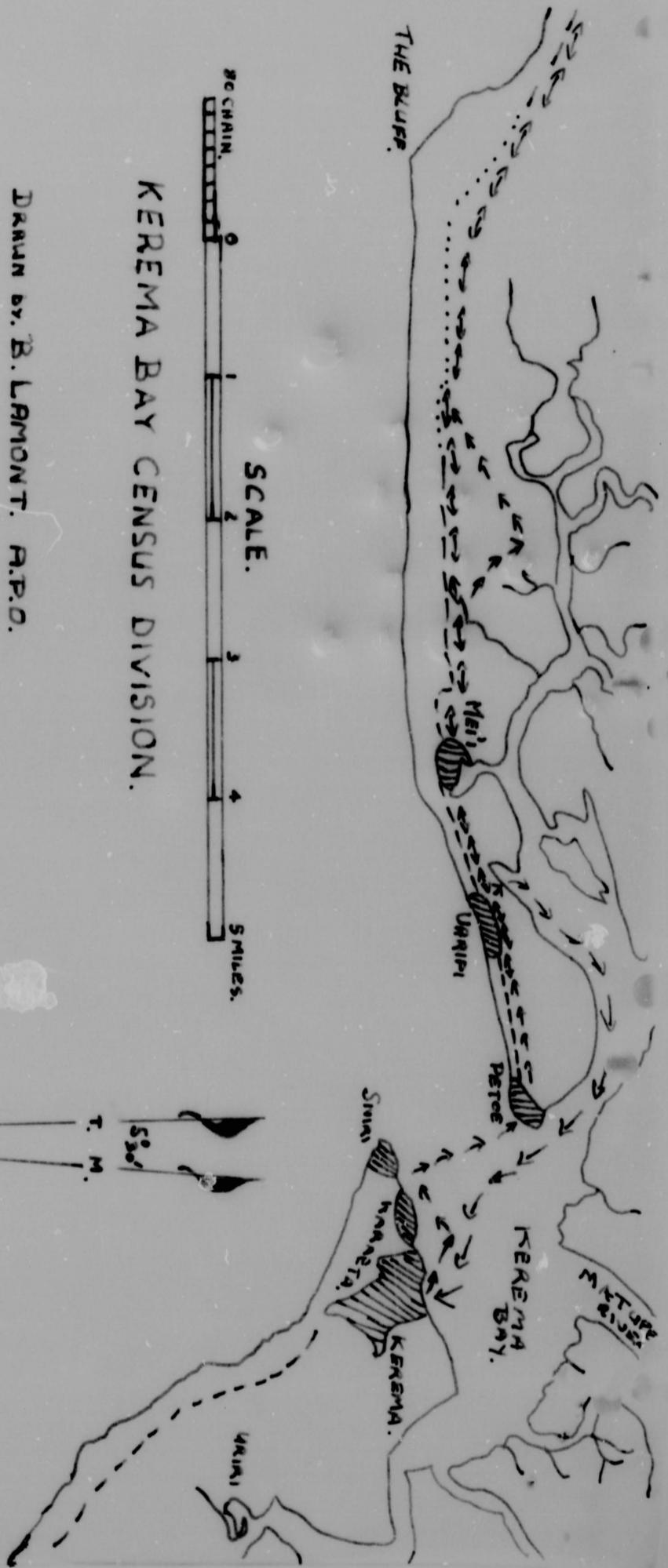
These people are well settled and law abiding. It is noticed that the village consists of the very young and the old. The youth of the villages have moved to Port Moresby, Lae and other centres in the Territory in search of permanent or temporary work.

The people are well clothed in European type clothes and their homes are well cared for. European type artifacts are evident and in wide use. The Mission school at Petoe is well supported by children from all three villages.

To conclude, the faster the road is completed and in use the sooner we may be able to assist these people to further self help schemes to improve their economic and social positions in the society of Kerema Bay.



B. Lamont
Assistant Patrol Officer.



BE CHAIN, 0 1 2 3 4 5 MILES.

KEREMA BAY CENSUS DIVISION.

DRAWN BY B. LAMONT. A.P.D.

KEREMA PATROL N^o. of 1969-1970.

- LEGEND:-
- PATROL ROUTE. - - - - -
 - ROAD UNDER CONSTRUCTION. ————
 - PROPOSED ROAD ROUTE. ······

