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# PATROL REPORTS

DISTRICT: Southern Highlands  
STATION: LAKE KOPIAGO  
VOLUME No: 1

ACCESSION No: 496.

1961 - 1962

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PORT MORESBY - 1995

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# Papua New Guinea Patrol Reports

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PATROL REPORT OF: LAKE KOPAGO

ACC. No: 496.

Volume No: ... 1 ... .. 1961/62 ... Number of Reports: ... 1 ... ..

REPORT No:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PTS	PERIOD OF PATROL	PIC No:
1 of 1961/62	1-31	D.F. PERMEZEL ADO	LAKE KOPAGO SUB-DISTRICT	MAP	10/7/61 - 2/3/62	

(3)



TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

District of WESTERN HIGHLANDS. Report No. Lake KOPIAGO No.1 of 1961/62.

Patrol Conducted by D.F. PERMEZEL, A/Assistant District Officer.

Area Patrolled Lake KOPIAGO SUB-DISTRICT.

Patrol Accompanied by Europeans Mr. K.O'BRIEN, Patrol Officer.

Natives 14 Members R.P. & N.G.C.  
2 Native Medical Orderlies. 1 Interpreter.

Duration—From 10/7/1961 to 2/3/1962

Number of Days 207.

Did Medical Assistant Accompany No.

Last Patrol to Area by—District Services 9/1960

Medical - / - / 19 -

Map Reference WABAG and BLUCHER FOURMIL.

Objects of Patrol (1) Establish Patrol Post at Lake KOPIAGO.  
(2) Construct Airstrip.  
(3) Extension of Administration influence.

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

/ /19

.....  
District Commissioner

Amount Paid for War Damage Compensation .... £.....

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

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

.....

.....

.....

PATROL REPORTS WESTERN HIGHLANDS DISTRICT 1961/62.

LAKE KOPRAGO SUB DISTRICT

<u>REPORT NO.</u>	<u>PATROL CONDUCTED BY</u>	<u>AREA PATROLLED</u>
LAKE KOPIAGO I 61/62	D.F. Permezel A.D.O.	Lake Kopiago Sub District

file 1-17-16

TERRITORY OF PAPUA AND NEW GUINEA

WHD.324.

67. 14. 23 ✓

1-17-16 ✓

Telegrams

Telephone

Our Reference MGC/ZAL.

If calling ask for

Mr. \_\_\_\_\_



District Office,  
Western Highlands District,  
MOUNT HAGEN.

26th July, 1962.

The Director,  
Department of Native Affairs,  
KONEDOBU.

ESTABLISHMENT OF PATROL POSTS

My memorandum WHD.324 and your 67-14-23 dated 12th July, 1962 refers.

Application is hereby made for the allocation of an additional £450 for the establishment of the Patrol Post at Lake Koplago. The amount of £1050 authorised in 1961/62 was spent mainly on the airstrip with the result that the Officers and most of the Police etc. are still living in the first shacks which were hurriedly built a year ago.

An endeavour is being made to obtain Minor New Works Funds for the Station, but as advised previously there is very little hope of getting any large amount.

It is my intention of posting a married officer to Lake Koplago in the near future and a suitable house is of primary importance.

For your advice, please.

*R.S. Bell*  
(R.S. BELL)

A/District Officer.

*Dealt with on file 1-17-16.  
DO told almost certainly no funds  
available*

*7/8*

C.D. GER } for information  
C.D. DLW }  
12/7  
15/3/7

67-14-23

12th July, 1962.

The District Officer,  
Western Highlands District,  
MOUNT HAGEN.

PATROL REPORT LAKE KOPIAGO NO. 1/61-62

Reference your WHD.324 undated, which forwarded the above Patrol Report. It must be pointed out that Lake Kopiago is not yet formally a Sub-District. The status of a station is not necessarily affected by the posting to it of Officers of different ranks.

The Patrol Report contains a most useful description of the new station site and environs. Good progress has been made in construction and I am very pleased to see proper forward planning for subsequent permanent construction by the cutting and stock-piling of pitsoam timber right from the start. A tremendous amount of work has obviously been done on the airstrip. Its improvement to Category "B" should be taken up by you with the District Commissioner to ensure allocation of funds as soon as possible.

Establishment of station gardens is important, not only to relieve food shortage, but as a demonstration of new methods and crops. It should be ensured that proper planting materials are available.

There is no hurry in the matter of Census taking and this should not be insisted upon at too early a stage. The people's confidence in us needs to be firmly established before we insist on them allowing us to write their personal names in the book. In the meantime, head counts and careful questioning will improve our knowledge of the extent of the population. The people's attitude at present seems to be very good and we cannot at this early stage expect them to have fully accepted the rule of law or to bring before us all the matters they have been in the habit of settling themselves. Village Officials form a village level extension of the Administration and should not be appointed beyond the effective control of the Administration. Suitable men should certainly be pin-pointed and recommendations made for their appointment when it is felt the right time has come. When appointed they should be given some training, preferably by a course held at the station over two or three weeks. We want to avoid appointing officials at a time and place where there is little likelihood of them having any useful effect and we wish also to avoid the injustice of men being publicly abused by itinerant officers for failure of a task they

know nothing of.


It was a very fine feat to get a cane bridge across the Strickland, and surprising that the floods should have risen more than 35 ft. to damage it. I hope you will find it possible to have sufficient wire rope available at Kapiago before the next dry season to permit officers to rebuild the bridge and make it safe. It would not only be easier but also administratively useful if officers from OKSAPNIA linked up with those from Kapiago for this task and in this regard you should liaise in plenty of time with the District Officer, Sepik District.

Approval is given in principle to a number of handmen being taken on a tour to Mount Hagen and Madang. Please raise separate correspondence on the matter giving your requirements in some detail and including financial aspects. It might be well to consider whether you will require any further such tours during the year from your district and if so to mention these also so that the full requirement can be seen and our financial involvement estimated. Money is short.

The Report indicates the desirability of a Medical Assistant in the area as soon as possible. No doubt the District Medical Officer will be able to arrange periodic visits by one until his staff situation permits a full time posting, if you make the necessary approach.

I look forward with interest to receiving in the not too distant future some information concerning the agricultural potential of the area as a result of the planned combined Native Affairs/Agriculture patrols.

This was a very good and comprehensive report of difficult work well done. The map also is good but suffers from one drawback - it does not show all places mentioned in the report and some of its spellings are different from those in the report. This is a point to be watched.

  
(W. R. BISHOP)  
A/Director.



TERRITORY OF PAPUA AND NEW GUINEA

67.14.23 ✓

Telegram

Telephone

Our Reference WED.324.

If calling ask for

Mr. \_\_\_\_\_

District Office,  
Western Highlands District,  
MOUNT HAGEN.



The Director,  
Department of Native Affairs,  
KONEDOBU.

Patrol Report L.K. 1/1964-52 - Lake Kapiago  
Sub-District - Mr. D. Permezeal,  
A/A.D.O.

Attached please find the abovementioned report.

This report covers the first seven months of operation of the Administrative Post at Lake Kapiago which will be the last of its kind in the Western Highlands District. The area, which has been made into a Sub-District, is a most inhospitable one with high peaks running into deep steep sided valleys covered with crystalline limestone, limestone sink-hole country and large areas of swamp. Although the diary does not show it, the travels of Mr. Permezeal and Mr. O'Brien since October, have been most arduous. They are to be congratulated upon their efforts.

The Lake Kapiago Sub-District, although not yet properly delineated, will probably have as its eastern boundary that line laid down by the recent recommendations for restricted area border, i.e. "from Mount Roebuck in the Sepik/Strickland Divide south to the junction of the Pagia and Lagaip Rivers, thence upstream to its source, thence by a straight line South to the Papua/T.N.G. border near Koroba". Patrols from Lake Kapiago and Porgera will in the near future, after investigating tribal affiliations and topography, come to agreement on a common border. Therefore Kapiago Sub-District will be in the vicinity of 1,100 square miles in extent.

Since the writing of this report the Airstrip has been completed to Category D requirements, and is now awaiting inspection by the District Airport Inspector before being opened to traffic. An enormous amount of work has been done in the past nine months constructing this airstrip because of the poorness of the clay sub-soil and a swampy area some 500 feet in extent towards the southern end. Although the length is available to bring the airstrip up to Category A standard, it is doubtful whether the strip surface would be sufficiently strong. To complete the strip to Category B will take some considerable effort and, because of the small population in the area who have done an excellent job so far, it is recommended that funds be made available to pay for the work.

All Officers and men on the station are still living in the first quarters which were built when the station was opened. The Works Supervisor will be visiting

*W.A. (C-93)  
You will probably wish to see the map.*

The Director, Department of Native Affairs. 11th June, 1962.

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Kopiago very shortly to advise on ways and means of rapidly building up the station, but because of the paucity of Minor New Works funds, it is not expected that he will be in a position to do very much. An additional £450 is requested on Establishment of Patrol Post vote for 1962/63 to bring our full allocation to £1,500.

The native situation in the area is as good as can be expected. The extreme keenness for the establishment of a station evinced by the Kopiago natives to last years patrol has, as is usual, faded with the onset of regimentation and work. It will no doubt be revived with the opening of the airstrip and the provision of services and economic opportunities.

This patrol has proved that there is not a large population in the Sub-District. The previous estimates have been reduced by a further 1,500. This lack of population has, and will in the future, restrict the rapid advancement of the area.

Upon the Airstrip becoming operational it is thought that the headmen from the area should be brought out to Mount Hagen and Madang and given a conducted tour, as has been done in the other new areas opened in the District. Besides being some small recompense for the work they have done it would be good for propaganda purposes. Approval for eight headmen is hereby requested.

The District Medical Officer has been approached in an endeavour to have a Medical Assistant made available to accompany future patrols in the area. An anti yaws campaign appears a necessity. Because of the shortage of medical staff in the District it is not thought that much will come of this request.

The District Education Officer has been advised of the necessity for a Station School at Kopiago and requested to grant it priority.

A closer inspection of the land at Kopiago has shown that agricultural potential is not as good as first thought. As all patrols in this District are now being accompanied by an Extension Officer from Agriculture there should be no difficulty in obtaining an expert survey in the near future.

The report is well written and extremely interesting.

Camping Claims have been passed for payment, but unless additional funds are received this is unlikely until the new financial year.

*R. S. Bell*

(R. S. BELL)

A/District Officer.

WHD.324.

District Office,  
Western Highlands District,  
MOUNT HAGEN.

The Director,  
Department of Native Affairs,  
KONEDOBU.

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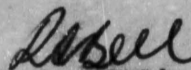
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(R.S. BELL)  
A/District Officer.

**KOPIAGO PATROL REPORT No. 1**  
**of 1961/62.**

**D.F. Pernezel.**

**A/Assistant District  
Officer.**

DIARY OF THE PATROL.

10th July, 1961.

1100 hrs. the writer departed KOROBA to begin movement to LAKE KOPIAGO and there join A.D.O. Mc.Bride at new station site. Approximately three tons of stores to be carried in with the patrol, to be ferried in short stages with the assistance of native population en route. Rest houses to be built at suitable points along main track to KOPIAGO. Small portion of supplies shifted first day to PIANGONGA where patrol camped 1430 hrs.

11th. July.

Commenced ferrying of stores from KOROBA to PIANGONGA with the help of the MUGUA, KOBERA and KUNIA groups. Began the construction of a rest house and patrol accomodation at PIANGONGA.

12th. - 14th. July.

All stores moved as far as PIANGONGA by the 14th. and rest house completed. Patrol visited by A.D.O. Desailly from KOROBA on the 12th.

15th. July.

Departed PIANGONGA 0900 hrs with main part of stores using 150 carriers. Crossed TUMBUDU River to WIAMU 1045 hrs. Proceeded further North through TUMBUDU Valley to HITANA. Camped 1430 hrs, leaving some cargo at IANDAGA.

16th. July.

Returned IANDAGA to supervise movement of stores on to KERABO, the next carrying stage. Back to HITANA and camped.

17th. - 18th. July.

Left HITANA for KERABO c730 hrs. on the 17th. Arrived 1100 hrs. Began clearing of rest house site and the construction of shelters for the storage of cargo.

19th. July.

Returned IANDAGA from KERABO, arriving 1230 hrs. Ferrying of all stores over this stage not yet completed. Constructed rough patrol accomodation at IANDAGA. Carriers despatched back to WIAMU. Camped.

20th. -21st. July

Back to KERABO on the 20th. All stores at KERABO by 21st. Much difficulty in obtaining carriers over this last stage. KERABO rest house completed by 21st.

22nd. July.

Patrol departed KERABO 0830 hrs. with first uplift of stores. Recrossed TUMBUDU River 1145 hrs and climbed to PONGORAIYE, arriving 1230 hrs. Made camp.

23rd. July.

Began construction of rest house at PONGORAIYE and the ferrying of stores between KERABO and here.

DIARY (Cont.)24th. - 27th. July.

Encamped PONGORAIYE. Supervision of further movement of stores and building of patrol accommodation. All loads to PONGORAIYE by 27th. and portion sent on ahead to KOPIAGO. Arrival of 100 carriers from KOPIAGO on 27th. to assist movement of patrol.

28th. July.

Departed PONGORAIYE 0700 hrs. for LAKE KOPIAGO, lifting all remaining cargo. Most of this transported to station site by late afternoon. Remainder as far as DOLOA rest house in KOPIAGO basin.

29th. July.

Ferrying of all stores and movement of all patrol personell through to KOPIAGO station site completed by mid-afternoon.

30th. July - 17th. August.

This period spent at station site together with A.D.O. Mc.Bride until 3rd. August when Mr. Mc.Bride departed to patrol the AUWE valley and escort the District Officer from KOROBA to KOPIAGO. The time spent on station occupied with the clearing of rain forest over the airstrip site and its approaches for a length of one mile and the erection of native material quarters for police and station personell. Second airdrop of rations received 14th. August, the first having been made on the 26th. July.

18th. August - 21st. August.

District Officer, Mr. S.M. Foley, accompanied by E.M.A. Carra of Mt. Hagen arrived KOPIAGO station site 18th. Aug. and remained until 20th. Inspection of initial work carried out to date and discussions held pertaining to the establishment of the station and the development of the area in general.

22nd. August.

The writer departed base camp to patrol west side of KOPIAGO basin and lower TUMBUDU valley to obtain labour for assisting in construction of airstrip. Camped WANEGE at lake-side following two hour walk and prepared to assemble natives of nearby groups.

23rd. August.

Patrol encamped at WANEGE. Names taken of those members of HUGUNI and BITAMU groups who appeared at camp and work group organized.

24th. August.

Patrol left Lake camp 0720 hrs. for KARENE, centre of the DOLOA group. Arrived 0930 hrs. and began name take. A better attendance here than previous day.

25th. August.

Departed KARENE 0730 hrs. Continued around west side of basin then over divide range to PONGORAIYE in the TUMBUDU valley. arriving 1200 hrs. Camped rest house and called for groups to appear next morning.

26th August.

Names listed of members of BATANE Group but more to come. Proceeded to KURIKURI 1000 hrs., one hour distant. Count made of ENOKANI group, not all of whom appeared. Continued on to KERABO 1200 hrs. arriving 90 minutes later. Camped KERABO rest house.

DIARY. (Cont.)27th. - 28th. August.

Patrol at KERABO making names lists for TIPARIA and HAKAI groups. Here, as in each place, the assistance sought of these people in the building of the KOPIAGO station and airstrip and work parties organized though response rather poor.

29th. August.

Departed KERABO 0700 hrs to continue the patrol north along TUMBUDU valley. Arrived AKOPIPIELA 1300 hrs after listing names of two small groups, the YAKUNI and HAREKE, en route. Camp made on right bank of TUMBUDU river.

30th. August.

A small group, the PORONI, listed before patrol departed AKOPIPIELA 0900 hrs for WASAGO, further along TUMBUDU valley. Arrived here 1300 hrs. Made camp and listed the HAGINI group during afternoon.

31st. August.

Patrol departed WASAGO 0730 hrs for return to base camp. Crossed over saddle in main range and descended to KOPIAGO basin. Continued on to arrive at station site 1200 hrs., completing this first short patrol off part of the TUMBUDU.

1st. - 7th. September.

Both officers remained at station site during this period, organizing the first of the voluntary labour to appear and continuing with the clearing and marking out of the airstrip site, preparatory to Dept. of Civil Aviation survey.

8th. - 10th. September.

Mr. W. Forster, District Airport Inspector, arrived base camp 8th September and in the following two days completed the survey and design of the KOPIAGO airstrip, to its first stage length of 2,200 feet.

11th. September.

A.D.O. Mc.Bride, Mr. Forster and the writer, together with a party of KOPIAGO natives, departed base camp 1100 hrs to begin walk to KOROKA, there to emplane for Mt. Hagen. Mr. Mc.Bride leaving KOPIAGO to return to LAIAGAM, the writer to accompany KOPIAGO natives on visit to Mt. Hagen over Show period. Camp made at WERETEGAE 1600 hrs., in the PAGA area.

12th. September.

Patrol departed WERETEGAE camp 0830 hrs. Continued through AUWE basin to KAGAGA, in the PWIENA area, and camp made here at 1600 hrs.

13th. September.

From KAGAGA at 0730 hrs, patrol moved south to AIYAGORI on the Papuan border then to KUNANDA in the KOROKA Sub-District to make camp at 1500 hrs.

14th. September.

Left KUNANDA 0700 hrs. Crossed over PARU divide range to arrive at KOROKA station 1100 hrs. Arrangements made for movement by aircraft to Mt. Hagen, via Tari of the patrol party.

15th. September - 2nd. October.

This period spent at Mt. Hagen District Headquarters.



DIARY. (Cont.)3rd. October.

The writer, with party of KOPIAGO natives returned from Mt. Hagen by aircraft, arrived KOROBA 1100 hrs. Departed 1300 hrs. to begin walk back to LAKE KOPIAGO. Arrived PIANGONGA rest house 1630 hrs. and camped.

4th.-6th. October.

At PIANGONGA awaiting arrival of Mr. K. O'Brien, Patrol Officer, coming from Mt. Hagen on later aircraft. Mr. O'Brien joined the writer at PIANGONGA on the 6th., bringing further supplies from Mt. Hagen.

7th.-9th. October.

These three days spent in walking to LAKE KOPIAGO from PIANGONGA, ferrying stores at the same time. Camps made at KERABO and PIANGONGA en route.

10th. - 15th. October.

Both Officers together on station, supervising the further clearing of the airstrip site and station area.

15th. October.

The writer departed station 0900 hrs to carry out patrol to Strickland Gorge, with view to contacting population in this area and finding possible site for bridging of Strickland River. Ascended PAUWA range immediately west of station and arrived MOKOLIA 1330 hrs after crossing TUMBUDU River. From here continued on to TIKIRIGE overlooking the NAUWE valley. Camp made here 1600 hrs.

17th. October.

Departed TIKIRIGE camp 0730 hrs. From here the patrol moved down the NAUWE valley to PUGAIPIRE, an area occupied by the ARUNI group. At 1300 hrs began descent to Strickland Gorge, following the dry bed of YAUWINANA Creek. Camp made 1700 hrs. at ARANGAPO, directly above gorge and near junction of YAUWINANA Creek with the Strickland River.

18th. October.

Patrol left ARANGAPO, in kunai grassland, and descended abruptly to the Strickland River, at point near YAUWINANA Creek. Observations made of river level which appeared to be at low point. A swim across to the Sepik side of the river successfully attempted by Const. KONIA. River at this point about 300 feet in width, but fast flowing. Its southern reaches scouted for about two miles and patrol returned to make camp on YAUWINANA Creek.

19th. October.

Departed river-side camp 0730 hrs. Ascended east side of Gorge for approximately 3,000 feet to make camp in bushland. Carried out further observations of the area from heights above gorge. Bush camp made at LAUGAGO 1400 hrs. Patrol contacted a handful of natives from the YERU group.

20th. October.

Patrol left bush camp 0730 hrs. Moved south along upper escarpment of Gorge, through trackless kunai and forest area. Little progress made here and no further population in evidence and no visible access to lower Gorge. Camp made at SOKOGO Creek 1500 hrs.

21st. October.

Left camp on SOKOGO Creek and returned to previous camp site at YAUWINANA Creek. Patrol visited by some of the few natives living on the upper fringe of the Gorge. Further investigat-

DIARY. (Cont.)21st. October (cont.)

-ions made for bridge site in vicinity of YAUWENANA Creek which seems most likely location.

22nd. October.

Patrol departed camp 0800hrs. and moved upstream to TUMBUDU junction. Examined this area before following up TUMBUDU Gorge to a lightly populated area 3,000 feet above gorge. Camp made at WAGUN 1400 hrs.

23rd. October.

The patrol broke camp 0700 hrs and continued up TUMBUDU valley, through dense rain forest and later along river itself to the KENA junction. From here followed the KENA River upstream to arrive at KOPIAGO station 1700 hrs.

24th. - 25th. October.

Remained at station. Plans made to attempt bridging of Strickland River pending airdrops of ropes and equipment. Airdrop made on 25th. Preparations made to return to Strickland Gorge, in company with Mr. O'Brien.

26th. October.

Both Officers departed KOPIAGO 0730 hrs. Followed route down KENA and TUMBUDU Rivers to WAGUN campsite. Camped here 1600 hrs.

27th. October.

Left WAGUN camp 0730 hrs and descended to TUMBUDU-STRICKLAND junction. Patrol made camp YAUWENANA creek and selected site for bridging some short distance south of the junction of the creek with the STRICKLAND River.

28th. October.

Patrol began bridging of river. Constables KONIA, NASUL and GURUNGUN made first crossing of river, swimming a log across with light line attached. This followed by further lines until the first cane line pulled across and secured both sides.

29th. - 3rd. October.

These six days spent at bridge site during construction of cane suspension bridge across STRICKLAND River. Mr. O'Brien left patrol on 3rd. to return KOPIAGO.

4th. November.

Remainder of patrol departed Gorge 0900 hrs after completion of bridge. Followed up YAUWENANA Creek to KWARINI. Camped here 1400 hrs.

5th. November.

Patrol returned from KWARINI to KOPIAGO via PAKILIKAMBE and HORALE. Arrived station 1700 hrs.

6th.- 8th. November.

Both Officers at station. Preparations made by Mr. O'Brien for patrol to the AUWE and upper PORE valleys.

9th.-19th. November.

During this period the writer remained at KOPIAGO, occupied with the further establishment of the station. Mr. O'Brien meanwhile carried out a patrol through the PAGA, HEMBE, PWIENA, HAUWINDA and WANGA areas of the AUWE and PORE valleys, conducting a rough census of population and ascertaining group localities.

DIARY. (Const.)

20th. November - 9th. December.

Continuation of airstrip construction and erection of additional station accomodation main work during this period. From the 29th. November to the 8th. December Mr. O'Brien conducted a patrol of the KOPIAGO basin, visiting all groups and obtaining population figures as well as organizing labour for work at the station.

10th. December.

The writer departed station 1100 hrs to begin patrol to LALAGAM through area due east of KOPIAGO. Ascended Mt. IGI immediately to the rear of station. From here followed down TERA Creek to PIRI garden area of the DILINI group, at head of wide basin dropping away to PARU valley. Camp made at 1530 hrs.

11th. December.

Patrol departed PIRI 0730 hrs. Continued east through dense rainforest to MARI River at 1000 hrs. and thence to MARININDA, an unpopulated bush area above PORE River. Camp made here 1300 hrs.

12th. December.

Broke camp 0700 hrs. PORE River reached 30 minutes later. Patrol erected temporary bridge across PORE River for movement of carriers and began climb up eastern side of gorge. The first of the LOGAIYU population encountered at AIANDA and camp made here 1530 hrs.

13th. December.

Departed AIANDA 0700 hrs. Patrol followed north bank of LOGAIYU River through heavily forested and broken terrain to PURAFARI, on TINGA Creek, overlooking the LOGAIYU River. Camped 1500 hrs. Patrol visited by groups from far side of LOGAIYU River.

14th. December.

Patrol left PURAKARI 0700 hrs. Proceeded north over divide range to UREI Valley then further east to cross the river itself. Camp made at spot above river 1330 hrs. No population in this upper section of UREI valley.

15th. December.

Departed bush camp in UREI valley 0700 hrs. Ascended main range to east of river and reached Lake KAIANO 1030 hrs. at elevation of 8,000 feet. From here descended to UGA River, western tributary of the PAIELA. Crossed over 1300 hrs and made camp at YELATINI among first of the PAIELA population. Patrol given a good reception here and ample food brought in.

16th. December.

Patrol departed YELATINI 0700 hrs. 1½ hours to KONGOGA river, then downstream to its junction with the PAIELA. Here patrol stopped for further 90 minutes to construct rough bridge across the PAIELA. Climbed from river gorge to KOROMBE. Camped here 1530 hrs.

17th. December.

Patrol moved off from KOROMBE 0700 hrs. Crossed numerous tributaries of the PAIELA in following a N.E. bearing to summit of the PAIELA- PORGERA divide range. Head of range not reached until 1530 hrs. and camp made at altitude of 9,500 feet in pouring rain.

18th. December.

From bush camp at top of range, patrol descended to upper PORGERA River. Crossed at 1000 hrs then on to KAGAI Creek 1130 hrs. Arrived PORGERA Patrol Post 1330 hrs. Patrol overnight tation.

DIARY. (cont. )19th. December.

Departed PORGERA station 0830 hrs. Followed around upper slopes of valley, partly along new walking track, to TIPININI rest house, arriving here 1330 hrs. Patrol camped.

20th. December.

From TIPININI at 0700 hrs., patrol ascended main range separating PORGERA and LAGAIP valleys and continued through further rainforest to arrive at TUMUNDAN in the LAGAIP valley. Camp made here at 1330 hrs.

21st. December.

Patrol left TUMUNDAN rest house 0700 hrs. Followed up LAGAIP valley via MURITAGA to LAIAGAM station. Patrol met here at 1500 hrs. by A.D.O. Mc.Bride. All Laiagam labour from KOPIAGO with the patrol paid off on arrival LAIAGAM. Several of the patrol police rejoined wives and families at Laiagam, for Christmas break.

22nd. December - 1st. January.

The writer spent this period at LAIAGAM and at Mt. HAGEN over Christmas and New Year. At KOPIAGO, from the 22nd. December to the 1st. January, Mr. O'Brien patrolled from KOPIAGO to KORORA and return via the TUMBUDU and AUWE valleys, carrying out further population checks.

2nd. January, 1962.

The writer departed LAIAGAM station to begin return walk to Lake KOPIAGO, the patrol accompanied by a number of LAIAGAM natives recruited for work at KOPIAGO. Arrived KPEILAM rest house 1600 hrs and camped.

3rd. January.

Patrol left KPEILAM 0730 hrs. Followed up LAGAIP valley and crossed over main range to KIAKAU in the LAI valley of the KANDEP area. Camped rest house 1400 hrs.

4th. January.

Main section of patrol departed KIAKAU 0745 hrs. for TELYETES. the writer detoured to KANDEP Patrol Post to collect additional patrol rations. Arrived 1230 hrs. and remained overnight at station.

5th. January.

Left KANDEP patrol post 0900 hrs. and rejoined patrol at TELYETES with extra police member and stores from KANDEP, 1530 hrs.

6th. January.

Departed TELYETES 0745 hrs. with assistance from local carriers. Crossed over LAI river. Arrived LONGAP 0930 hrs. From here ascended LAI-WAGE divide range to high grassland area, then down to IMAPIAKA in the upper WAGE valley. Camp made 1600 hrs. Almost the entire population of this area absent, after recent frost damage, and no native foods available to patrol.

7th. January.

Patrol departed IMAPIAKA 0830 hrs. Ascended main range to west of WAGE valley and continued through alpine grassland and broken bush areas to reach the ANDABARE River at 1230 hrs. Followed up this river in N.W. direction through pen grass valley to make bush camp 1600 hrs., at elevation 9,500 feet.

8th. January.

Left bush camp 0700 hrs. Crossed over an intermediate range and traversed a further extent of grassland in vicinity of DOMA peaks. Began descent down range 1000 hrs through bushland to upper TAGARE River. Made camp river bank 1400 hrs in heavy rain.

DIARY. (Cont.)

9th. January

Left bush camp 0700 hrs at TAGARE River. Proceeded until 1000 hrs before reaching the open country of the TARI basin. Followed along vehicular road through eastern side of basin to arrive at TARI station 1400 hrs. Patrol overnight at TARI.

10th. January.

Patrol police and carriers proceeded along main road to KOROBA. The writer covered this section by vehicle from TARI. All personell at KOROBA station by 1830 hrs.

11th. January.

Patrol departed from KOROBA at 1000 hrs. for last stage of return walk to KOPIAGO. Camped PIANGONGA rest house 1330 hrs. Met by additional carriers despatched from KOPIAGO to assist the patrol.

12th. January.

Patrol left PIANGONGA 0730 hrs. Through to KERABO rest house via HAIENENDA, arriving 1330 hrs. Camped.

13th. January.

Departed KERABO 0830 hrs. Patrol continued on past PONGORAIYE rest house to the KOPIAGO basin. Arrived station 1630 hrs.

14th. 19th. January.

Both Officers together on station. The main airstrip construction work now begun following receipt of surveyor's plans. Intermediate levels pegged and first cuts started.

20th. - 30th. January.

Mr. O'Brien departed station 20th. for KOROBA to meet C'wealth Film Unit and provide them with escort to KOPIAGO. Arrived back at station 30th. January. Supervision of airstrip construction carried out by writer.

31st. January - 8th. February.

During this period the C'wealth Film Unit remained at KOPIAGO carrying out their filming assignment. Both Officers engaged in assisting the Unit and at the same time proceeding with airstrip work.

9th. - 16th. February.

From the 9th - the 11th Feb. the writer accompanied the Film Unit on the return trip to KOROBA. From the 13th. to the 16th. the return journey made to KOPIAGO, escorting R.T.C. Technician back to station with radio equipment for installation at KOPIAGO.

17th. - 22nd. February.

R.T.C. Technician at KOPIAGO until 20th. Departed with Mr. O'Brien for return to KOROBA, arriving there 22nd. Mr. O'Brien continued by aircraft to Mt. HAGEN to spend field break at District Headquarters.

23rd. February - 2nd. March.

During this period the writer conducted a short patrol to the AUWE valley for the pupose of carrying out further population checks, to begin construction of rest houses, and to organize labour for work at KOPIAGO. Patrol visited the PAGA, HEMBA, KEWE and PWIENA groups in the AUWE basin and the WANGA group on the near side of the PORE valley before returning to KOPIAGO station on the 2nd. March.

INTRODUCTION:

This report covers the period of activity from July, 1961, to the end of February, 1962, during the initial stages of the establishment of Lake KOPIAGO Patrol Post. This post, located in the western extremity of the Western Highlands District, now administers an area of approximately 3,000 square miles, the largest segment of Restricted Area remaining within the District. It is for the most part a Highland region with altitudes ranging from 1,000 feet at the Strickland Gorge to the highest parts of the Mueller and Mc.Nicoll Ranges at 11,000 feet. It is an area of successive limestone ranges heavily forested, swift flowing rivers and small basins and valleys supporting scattered groups of primitive population. Its boundaries are, to the south, the Territorial border below which lies the Southern Highlands District of Papua, to the west the Strickland River and the Kotufa River bordering the Sepik District, to the north the high Central Ranges, and in the east it extends to Lake KAIANO, the western limit of the Lagaip Sub-District.

The region was first penetrated by Taylor's and Black's Hagen - Sepik Patrol of 1939. In more recent years, from 1956 onward, parts of the area were visited by patrols from KOROBA in the Southern Highlands District but it was not until mid-1960 that an extensive patrol from LAIAGAM, conducted by D. McBride, A.D.O., carried out a proper investigation of the area as a whole. At this time it was still part of the Lagaip Sub-District and following upon Mr. Mc.Bride's patrol the decision was made to establish a post at or near Lake KOPIAGO from which the entire area could be brought under administrative control. Accordingly, in June, 1961, Mr. Mc.Bride returned to the area and selected the present station site at Lake KOPIAGO for development and since that date the work of establishing the post has proceeded.

Mr. Mc.Bride remained at Lake KOPIAGO until mid - September, 1961, before returning to LAIAGAM. He had been joined in July by the writer and in October Mr. K.O'Brien, Patrol Officer, was posted as a second Officer to staff the new post. On the 23rd. of October, 1961, the KOPIAGO Administrative area was separated from the Lagaip Sub-District to become another Sub-District within the Western Highlands.

In the past seven months, apart from the necessary work connected with the building of a station and the construction of an airstrip, both officers have at the same time carried out a number of patrols through the area, visiting most of the populated parts, the main exception being the remote HEWA region along the LAGAIP River which has yet to be extensively patrolled. Numerous escort patrols between KOROBA and KOPIAGO have also been undertaken. This route has served as the line of communication and supply for the new station as KOROBA provides the nearest airstrip, at a carrying distance of four day's walk.

In August, 1961, the new station was visited by the District Officer, Mr. S.M.Foley accompanied by Mr. B.Carra, E.M.A., walking in from KOROBA. Then followed the arrival of the District Airport Inspector, Mr.B.Forster, in September. At the end of January, 1962, members of the Commonwealth Film unit visited KOPIAGO for film-purposes. The latest was that of the Radio Technician, from Mount Hagen, who arrived to install communications equipment during February.

ESTABLISHMENT of STATION and AIRSTRIP:

Before selecting a station site, Mr. Mc.Bride had first carried out a close examination of the general area, searching for locations which would provide suitable scope for the development of an airstrip and station in conjunction with each other. His choice finally rested with the present site, in the Lake KOPIAGO basin, as this had proved to be virtually the only spot approaching the necessary requirements, especially in so far as an airstrip was concerned. The station is located on the eastern side of the KOPIAGO basin, at an altitude of 4,000 feet. The approximate position is Latitude 5 degrees 26 minutes South and Longitude 142 degrees 28 minutes East. It is surrounded on the Lake side by a large expanse of swampland and backed by a steep limestone range, rising 2,000 feet above the station. The area is well forested and the station site is watered by several small streams. The dry season climate has been quite pleasant though at other times of the year, possibly because of the heavy rainfall and poor drainage throughout the whole basin area, it can become excessively damp. In the short time that rainfall records have been kept, the wet season rainfall has averaged 15 inches per month. Winds do not affect the area to any great extent by virtue of its comparatively sheltered position.

The station is centrally situated in relation to the main population groups and in particular to those of the KOPIAGO basin. It affords good prospects for further development and expansion as an area of approximately 200 acres is available for purchase by the Administration. The ownership of this land is in the hands of the AIYAGUNI, LANE and SUAGA groups the members of which have specified that they would like payment to be made in mother-of-pearl shells. Timbers for building purposes are readily obtainable near the station but kunai grass for thatching is difficult to find and there is a complete absence of sword grass ('pit-pit') of the type frequently used in the construction of native material houses. There is the possibility of a small hydroelectric supply by utilizing one of the creeks following through the station area. To date, temporary native material buildings have been constructed to accommodate both Officers, the Police detachment and station labour. There are in addition temporary store and office buildings. Since the very beginning, pit-saw teams have been engaged in the cutting of fitches and planks for future use in the construction of more permanent station buildings.

The supplying of the post has been largely carried out by means of regular airdrops from Mt. Hagen District Headquarters. All native rations have been supplied in this manner, dropped to the station by D.C.3 aircraft at approximately five-weekly intervals. Radio-telecommunication equipment to operate within the R.T.C. network was installed at the station in February. Prior to this, an A510 portable transceiver served as radio link with other stations. Regular contact is still maintained with KOROBA by way of a weekly carrier run for the purposes of further supplies and mail and this will be continued until such time as the KOPIAGO airstrip is operational.

At present, there is insufficient local produce available to supply the needs of the station. Whilst nearby groups do supply the station with some native foods, the quantity is never very great and the air-dropped supplies are still mainly relied upon to ration station personnel. The establishment of station gardens will no doubt help to offset the shortage of native foodstuffs.

The airstrip site, around which the station itself is being built, lies in a N.W.-S.E. direction, on a bearing of 313 degrees with a one-way approach from the lever, or south-eastern end.

Its position is such that a good deal of clearing and earthworks are entailed in its construction. The first phase towards this began with the clearing of rain forest from the run-way site and its approaches, for an overall length of a little more than a mile and for a width of 600 feet. Following this, all stumps, tree roots and top soil were removed from the upper section of the airstrip for a distance of 2,200 feet which is the length to be developed in the first instance. A Department of Civil Aviation survey and design for the airstrip was completed in September by Mr. W. Forster, District Airport Inspector from Goreka. This provided for a runway 2,200 feet in length with a width of 300 feet, suitable for use by category 'C' aircraft. A further extension beyond this length will eventually permit the operation of category 'B' aircraft.

The strip has been designed with an overall incline of 2 percent, and with a lateral slope across its 300 foot width to provide water run-off. The soil composition is mainly sandy loam, which, until a grass cover is established, will have a tendency to scour rapidly. Black top-soil to an average depth of one foot was first removed to reach the sub-soil and a swamp depression for a length of 400 feet at the mid-section of the strip, draining and digging out completely before being filled with stone. For the first thousand feet, the excavation work has consisted of balanced cuts and fills. Beyond this point, the work mostly entails filling to reach the required level. Drainage of the area has been something of a problem. This is largely on account of the high water table brought about by the nearness of the swamplands on one side, and the seepage from the steep mountain feature on the other side of the strip. Because of the nature of the soils which form the airstrip, it is unlikely that the runway will be suitable for heavy aircraft even though extra length is available for further extensions.

The actual construction work, in conformity with the surveyed design, was commenced in early January following receipt of the Survey plans. It is expected that the airstrip will be operational by the end of May, 1962, for landings by light aircraft. Although the construction work began by forming the whole airstrip width of 300 feet, this has been discontinued in favour of first completing a runway of only half this width, i.e. of 150 feet. This will be sufficient to permit the first landings after which the remainder will be completed. Furthermore, a large quantity of stone will be required for this additional filling and this can only be obtained from by the use of blasting material, an operation which can be carried out after the first part of the strip is opened up. Total excavation on the airstrip involves the removal of 11,000 cubic yards of material. All work is being carried out by local natives on a voluntary basis but as the numbers available are comparatively small, progress has been limited accordingly. Until its completion, airstrip work will remain the most important feature of activity at the station, as further development cannot be contemplated without first having a satisfactory line of supply and communication.



NATIVE AFFAIRS:General.

The population of the Sub-District consists of DUNA and HEWA peoples, the former being by far the more numerous. They extend over almost the whole of the Sub-District whilst the HEWA are confined to an area to the north and south of the LAGAIP River. As so little contact has been made with the HEWA, it is difficult to assess their number but the figure would probably not exceed 1500. The DUNA people, on the other hand, are estimated to number about 9,000 though unlike other Highland areas, here they are not to be found in any great concentration but rather in scattered groups over a large area. Furthermore, there is a tendency among some to move around quite a bit and to change the place of residence when it so suits them. This, though, does not imply a general movement of entire groups but refers rather to the mobility of individuals who make extensive use of clan and affinal contacts in neighbouring areas. Of course there are those again who have never ventured much beyond their own gardens and until the arrival of the Administration had no intention of ever doing so. With some of these people, even their curiosity has not prompted them to visit the new station. The DUNA people are more akin to the HURI population of Papua than to other Highland types and possess many similar characteristics, some of them not altogether desirable. This is more noticeable among the groups to the south who show more evidence of HURI influence. Physically, the DUNA are shorter and smaller in stature than the average Highlands native and in general appearance are rather unprepossessing. It is customary for the men to wear a wig of matted hair, a nose bone, and to regale themselves with any bits of coloured paraphernalia that comes to hand, e.g. assorted feathers and, more recently, empty tins and the labels thereof. The women, on the other hand, remain singularly unadorned with only the occasional dab of face paint to brighten their appearance. Their manner of life is of the simplest. Their houses are crudely constructed and usually no more than four or five feet above ground level. Because of the slightly warmer climate and probably too because of the effects of malaria, they are noticeably less vigorous than populations living at higher altitudes.

Since the arrival of the Administration at Lake KOPIAGO, it has been possible to observe the people's changing reactions and attitudes which, in the first place, were somewhat confused and uncertain and although this is probably still the case, they are nonetheless slowly adjusting to the situation. Their initial desire to have the Administration establish a post in the area was followed, when the event actually took place, by a certain lack of interest in proceedings. This will no doubt change when more tangible benefits become visible to them, especially with the opening of the airstrip. To date, patrolling has been confined to a number of short visits to the different areas and whilst these have served a purpose, they are not to be compared with more extensive patrolling which is planned from here-on. But a good deal of useful information has been obtained as to the numbers and the location of the various groups and this will serve as a basis for future census. Names have been recorded wherever possible but mainly of adult men and the lists are not sufficiently complete to be considered as part of a formal census. There is still a good deal of reticence on the part of the people in the matter of name-taking which is not altogether warranted among those groups which have been visited several times. Women and children are, perhaps understandably, still largely absent from any line-ups but it is expected that this situation will change with time. Efforts to gain the confidence of headmen (where they are in evidence) have been fairly successful and the combined effects of patrolling and of having the people visit the station to participate in its

building are proving to be of considerable value in the overall task of consolidation. The stage has now been reached where most groups are assisting to some extent in the construction of the station and airstrip though not before a certain amount of encouragement had been necessary.

Before the advent of regular Administration patrols the area, like all others, had been much given to the usual tribal feuds and disturbances, leading to inter-group conflicts. However, with the arrival of the Administration, tribal fighting has virtually ceased among the DUNA people and a general atmosphere of resignation prevails. Certainly the smaller groups in the more remote parts have never had much to fight about, not having a great deal of contact with each other and not being affected by any problems such as land shortage. There have, however, been one or two occasions when, in patrolling the area to the south where the rather belligerent HURI influence to some extent prevails, incidents between patrol and natives have been closely averted. The practice of bringing matters forward for arbitration and settlement has not yet been embraced by the people of the area and it is not rightly known to what extent, if any, lawlessness prevails among the people themselves. They have, in the past few months, either been living very virtuous lives or else keeping things very much to themselves.

Trade goods are very much in demand and these are used for all forms of payment by the Administration. Steel in the form of knives and axes, has by now circulated through most of the area, much of it having originally come from KOROBA. There is a heavy demand for mother-of-pearl shells, even though these people have had little to do with them in the past and at present possess very few of them. Salt, face paint and vermilion in particular - and small beads are still the most commonly used items of trade when it comes to the buying of native foodstuffs either at the station or on patrol. It is proposed shortly to introduce cash to the area though so far the people have shown no interest in its uses or abuses. When asked about this, some of the nearby station people replied that they "would rather wait until the Missions, i.e. stores, arrive," when it should be of some use to them.

The main DUNA population areas are the TUMBUDU valley, the KOPIAGO basin, the AUWE and PORE valleys and the LOGAIYU valley, more detailed information of which will follow. None of the old-style village books for use in initial census have as yet been available to the Sub-District. As it is felt that these books can be particularly useful in new areas, efforts are being made to obtain a quantity of them to be used in the first instance.

#### The KOPIAGO Basin.

This is the area in which the station is situated. It extends for a length of approximately twelve miles with an average width of three miles at the lowest points. For the most part it is an area of swamp and marshland with native cultivations reaching up the side of the enclosing hills. Its big defect is the lack of drainage. The KOIYA river, which runs through it, has no direct outlet but instead seeps away through crevices in the limestone on the N.W. side of the basin. With drainage, the floor of the basin would provide a large area of additional agricultural land. Such a scheme is feasible, but it would involve a major earth-moving operation. In any case, the present available land is more than sufficient to the needs of the basin population. These people, by virtue of their proximity to the station, have had more to do with the Administration than other groups and have shown much more co-operation. They have borne the brunt of the work on the airstrip and have done their best to keep up a supply of native foods to the station. They do not con-

-stitute the largest section of population, it is not likely that their numbers would exceed 1500. All of the groups are fairly accessible in relation to the station and none of them would be more than four or five hour's walk distant. Several of the headmen, notably those of the HIRANE, AIYAGUNI and DOLCA groups have shown sufficient promise to be considered for appointment as village officials in the near future. The Basin groups, with their estimated populations, are as follows:-

<u>Group.</u>	<u>Est. Population.</u>
LANE/SUAGA	110
BATANE	150
AIYAGUNI	200
DILINI	120
PERAGOI	160
BARAINDA	140
KAGWENA	180
HUGUNI	100
BITAMU	90
HIRANE	200
DOLCA	150
	<u>1,500.</u>

#### The TUMBUDU Valley.

This extends along the course of the TUMBUDU River, which rises to the north of KOROBA and flows north-west to join the STRICKLAND River. It is the main section of the valley which lies within the KOPIAGO Sub-District, beginning at a point just north of KER'BO. The valley is narrow and steep along most of its length and rises on one side to the summit of the MUELLER Range, at 11,000 feet. Its last few miles form a deep gorge terminating at the Strickland River. The second largest accumulation of population is to be found in this valley and the adjoining NAUWE valley which is considered part of the same area. Patrols have been through the whole area but much remains to be done to gain the co-operation of these people, who although they are not so very far away, have nevertheless tried to keep to themselves as much as possible. At first it seemed that the more heavily populated part of the valley in the vicinity of KERABO might be within the KOPIAGO Sub-District but since the border has been more accurately plotted, indications are that this area lies below the border and is therefore part of the Southern Highlands, i.e. KOROBA Sub-District. The main groups are:-

<u>Group.</u>	<u>Est. Population.</u>
BATANE	300
ENOKANI	100
HAREKE	200
YAKUNI	100
PORONI	100
HAGINI	300
HORALE	300
ARUNI	300
HAUWINDA	150
Others	150
	<u>2,000.</u>

#### The AUWE and PORE Valleys.

This area contains the largest concentration of population within the Sub-District and it extends north from AIYAGORI on the Territorial border along the AUWE and PORE Rivers which are to the south-east of KOPIAGO station. Most of the people live from one to two days walk from the station and are still not terribly keen about visiting us. They usually put forward the argument that they are

susceptible to the sorcery allegedly employed against them by the KOPIAGO basin people. Here again, extended patrolling of the AUWE and PORE valleys is needed before the area can be considered as being under a reasonable degree of Administration influence. Of the two valleys, the PORE is the larger but with less population. In each case the area is mainly a collection of limestone ridges and sink-holes with nothing in the way of a flat expanse of land which is the reason why, although it has more population, the station and airstrip could not be sited in this part of the Sub-District. The groups with their approximate numbers are listed below.

<u>Group.</u>	<u>Est. Population.</u>
PWIENA	250
KEWE	300
WANGA	300
HEMBE	350
PAGA	300
HIRUBAIA	200
HANA	150
HAUWINDA	350
YURC	150
ANGORA	200
UGURA	200
Others	250
	<u>3,000.</u>

#### The LOGAIYU Valley.

This area, or rather part of it, was visited by the writer in the course of a patrol through to LAIAGAM from KOPIAGO. An accurate estimate of the population is still to be made but it is expected to be approximately one thousand people. The area is a deep, narrow valley surrounded on all sides by high ranges of which the McNicoll Mountains predominate. The upper LOGAIYU valley is the most eastern extent of the Sub-District's population. Beyond it, the country is uninhabited until the PAIELA region of the LAGAIP Sub-District is reached. The upper UREI Valley, which lies between, although at one time inhabited by a few small groups, is now entirely devoid of population the story being that the people there either died out or moved elsewhere. Evidence of past habitation in the form of old gardens is still apparent though why the valley should be deserted is not quite clear as the area does not differ visibly from most others. The LOGAIYU people, although having made contact with the occasional patrol, are still largely unaffected by Administration influence and still remain in a fairly isolated situation.

#### The STRICKLAND Gorge.

From the scenic point of view, this is the most interesting part of the Sub-District, but apart from this there is little to recommend it. Extending north from the Papuan border to the junction of the OM and Strickland LAGAIP Rivers, it is a huge limestone chasm dropping almost sheer to the river level at 1,000 feet A.B.L. Both sides of the Gorge are kunai covered as far as the upper heights where there is a forest fringe and it is here that a few small groups are located, including OKSAPMIN people on the far side. These people make hunting excursions down into the gorge proper where they burn off the kunai during dry spells, but otherwise they stay beyond it. On the eastern side of the Gorge, these people are either extensions of the DUNA population from the TUMBUDU or of the HEWA groups from the LAGAIP. Very little contact has so far been made with them.

Towards the end of October, it was decided to take advantage of an unusually good spell of dry weather and a low water level in the Gorge and to attempt the bridging of the STRICKLAND River.

This would later provide access to the OKSAPMIN area of the SEPIK District and in turn to that of the KOTUFA River and the area north of the LAGAIP. A short patrol was carried out to locate a possible bridging site and to calculate the chances of making a successful crossing of the river. A second patrol, with Mr. O'Brien accompanying the writer, then returned to the Gorge and as the good weather continued to hold, began the construction of a cane suspension bridge, at a point on the river just below YAUWENANA Creek. The first stage of this was accomplished when three patrol police, swimming with the aid of a log, took a light lead line across the river. This was used to pull successively heavier lines across until the first of the cane vines could be attached and hauled across. The three police, assisted at first by both officers, continued to work on the far bank, returning each day by re-crossing the river. The bridging was arduous activity for all concerned and not without its hazards and the success of the operation was due in large part to the efforts of Const. I. C. KONIA and to his knowledge of the construction of this type of bridge. Six canes consisting of joined lengths formed the support for the decking and other lines attached to points high up on each bank provided support for the whole structure. The bridge was completed after seven days and spanned a width of 250 feet, its height above mid-stream being approximately 35 feet. However, as recent events have shown, this was not sufficiently high to avoid wet season flood damage which has taken away all but the main lines. With assistance from the staff of OKSAPMIN Patrol Post, and by using some steel wire, a more permanent structure could be attempted during the next dry season.

The bridge of anti-aircraft wire was used as a way to cross the river during the wet season. It was built by the patrol police and the staff of the station. It was used for many months and was very useful. It was destroyed by the flood water in the wet season. The bridge was built by the patrol police and the staff of the station. It was used for many months and was very useful. It was destroyed by the flood water in the wet season.

BRIDGE AND FLOODING

There is a bridge built by the patrol police and the staff of the station. It was used for many months and was very useful. It was destroyed by the flood water in the wet season. The bridge was built by the patrol police and the staff of the station. It was used for many months and was very useful. It was destroyed by the flood water in the wet season.

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MEDICAL and HEALTH:

The need for medical work in this area is of high priority. With the incidence of malaria and the prevalence of tropical ulcers added to the usual amount of sickness found among Highland populations, these people are much in need of medical services which as yet can only be provided in a small way. An Aid Post with two orderlies has been set up at the station and this provides treatment for station personnel and for people of nearby groups. This Aid Post, and any others which might be established, will depend for some time yet on outside staffing, as is the case at the moment with the two orderlies having been provided by Mt. Hagen and Laiagam Native Hospitals. Two KOPIAGO lads have been sent to Mt. Hagen to begin training as medical orderlies and it is expected that others will follow. Apart from a brief visit by Mr. B. Carra, E.M.A., of Mt. Hagen when he accompanied the District Officer to KOPIAGO in August, there have been no medical patrols through the different areas but each patrol from KOPIAGO is accompanied by one of the station orderlies.

The people as yet have no real inclination towards obtaining medical treatment and it is mainly in the course of patrolling that those in need of it are located and attended to. Tropical ulcers provide the greatest number of cases and the condition of these is usually so advanced as to require prolonged treatment. Malaria is more prominent in the KOPIAGO basin area, with its large swamp area, than in other parts of the Sub-District. It is standard procedure for all station personnel to receive weekly prophylactic treatment with the issue of anti-malarial tablets. As it may be some time before a European Medical Assistant is available for posting to KOPIAGO, the suggestion is made that regular visits to the station be made by P.H.D. staff from Mount Hagen. This should not be too difficult to arrange when the airstrip becomes operational.

MISSIONS and EDUCATION:

There is no Mission activity being carried out in the Sub-District, it being entirely a Restricted Area. It is understood that there are a number of different Mission bodies from both KOROBA and LAIAGAM who are interested in entering the area when it is eventually de-restricted, and not until this time will the Sub-District be in a position to cope with the requirements of several Mission organizations simultaneously establishing themselves in the area.

There are as yet no plans for educational facilities at the station. The provision of these will no doubt depend on the availability of a Dept. of Education teacher. A station school will be established just as soon as circumstances permit, contingent upon the services of a teacher.

AGRICULTURE:

The KOPIAGO area has no obvious agricultural potential in the way of early prospects for cash cropping. By ordinary standards, the area is uniformly poor and there is the added disadvantage of its isolation. An agricultural extension work should be aimed at improving existing native cultivations through the introduction of improved varieties of the local staple foods, as the raising of the level of subsistence agriculture would seem to be the most important contribution the Administration could make in this field.

Here the usual pattern of Highland agriculture is followed, with dependence upon the growing of sweet potato. But as the

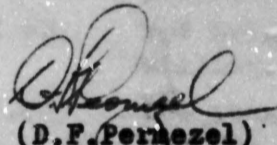
the area is essentially one of limestone ridges with a meagre covering of top-soil, there is a limit to the types and quality of crops that can be produced. However, some improvement could be brought about with the introduction of better varieties of sweet potato and with the growing tree of these European vegetables which would have some value as supplementary foods. In a small way, a start has been made in this direction with the distribution among nearby groups of Okinawa sweet potato runners (received by airdrop) and of vegetable seeds.

The methods of cultivation used by these people are still very basic. In planting gardens, preference is shown for new forest areas which are roughly cleared and then, after a minimum of preparation, the first sweet potato plantings are made in the uncultivated soil. For subsequent crops, the area will be cleared more extensively and the soil, which is never of any great depth, heaped into mounds. Although composting is carried out, it is not done to the extent that it might be and better use could be made of this practice. Bananas, sugar cane and taro are grown but not in sufficient quantity to provide a surplus as these foods are seldom brought up to patrols. There are as well the usual indigenous leaf vegetables.

Pandanus and marota fruit, in season, are an additional dietary item. These fruits are more plentiful here than in other parts of the District with the happy consequence that there is enough to go around without resort to the squabbles and upsets often associated with the pandanus season in other Highland areas.

#### CONCLUSIONS:

As shown by this report, the main activity at Lake KOPIAGO during the period covered has been concerned with the conducting of short patrols through the area and with the construction of the airstrip. The main development of the station will commence after the completion of the airstrip, or rather following its opening as it is felt that, in view of the resources available, extension work to the airstrip should await further build-up of the station proper. With two Officers staffing the post, it should at the same time be possible to maintain continuous patrolling following a pattern of rotation though a shortage of native police may limit this. At the time of writing, Mr. O'Brien is mid-way through an extended patrol of the TSEMBUDU Valley which it is expected will take six weeks to complete. This will be followed by similar patrols to other areas. It is not considered that any part of the ~~area~~ Sub-District will be ready for de-restriction before the end of the year. Much remains to be done throughout the area in the way of consolidation to achieve a widespread degree of Administration influence.




(D.F. Pernezel)  
A/Assistant District Officer

Appendix "A".

REPORT ON MEMBERS OF R.P. & N.G.C. DETACHMENT.

<u>No. and Rank.</u>	<u>Name</u>	<u>Period.</u>	<u>Remarks.</u>
	Const. l.c. KONIA	10.7.62-22.12.62	A solid type, and excellent bushman.
3692	Const. l.c. WAUWAVI	1.1.62-2.3.62	Replaced Const. KONIA. A steady, reliable N.C.O. Conduct good.
	Const. SIGRUPOI	10.7.62-2.3.62	A member with many years experience. An asset to a detachment such as this. Conduct good.
6131	Const. AGORANTA	10.7.62-2.3.62	Works well under all circumstances. Conduct good.
7710	Const. TUVIRO	10.7.62-2.3.62	A keen worker though rather impetuous. Conduct good.
7720	Const. IORE	10.7.61-2.3.62	Quiet and steady. Works well. Conduct good.
8528	Const. ABA	10.7.61-2.3.62	Cheerful and willing. Conduct good.
8601	Const. TOGE	1.1.62-2.3.62	This member is an epileptic and unsuited for duty on a bush station. Conduct good.
8943	Const. DIDUA	10.7.61-2.3.62	Works well when the spirit moves him. Conduct good.
9443	Const. MATARA	10.7.61.62.3.62	Still inexperienced and showing only slow improvement. Conduct good.
9452	Const. GURUNGUN	10.7.61-2.3.62	A keen member and well suited to present duties. Conduct good.
9887	Const. ULING	1.1.62-2.3.62	His first outstation experience and showing promise. Conduct good.
10638	NARUM. Const.	10.7.61.-2.3.62	Not bright but always willing. Conduct good.
10644	Const. MASUL	10.7.61.-2.3.62	The youngest member. Has the makings of a good patrol constable. Conduct good.

  
(D.F. Permezel)  
Officer of the R.P. & N.G.C.



Appendix "B".

MAP TO ACCOMPANY KOPIAGO PATROL REPORT No. 1 of 1961/62.

Adapted from Dept. of Lands Fournil of WABAG and Fournil of BLUCHER.  
Scale: 4 miles to the inch.