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Papua New Guinea Patrol Reports

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[Volume 5]

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

PATROL REPORT OF: KIUNGA WESTERN

ACC. No: 496.

Volume No: [5] 7 & 1957/58 Number of Reports: 3

PERORT No:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PTS	PERIOD OF PATROL	FIC No:
[1] 1 of 1957/58	1-17	A.M. BOTTRILL ADO	KIUNGA TO RUMGINAE	MAP	-	
[2] 7 of 1957/58 [56/57]	1-17	J. HARRIS P.O	NINGGIRUM CSD & ROM VILLAGES		20.11.56 - 25.12.56	
[3] 1 of 1957/58	1-26	J.P. WALSH P.O	NORTH AND NORTH EAST OF KAIM RIVER	MAP	11.7.57 - 24.8.57	
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TERRITORY OF PAPUA AND NEW GUINEA

WESTERN DISTRICT

KIUNGA SUB DISTRICT REPORTS 1957/1958

KIUNGA

No. ⁷ NINGGIRUM CENSUS DIVISION AND ROM VILLAGES
^{1955/56} TO OKTEDI J. HARRIS & G. POPE

No. ⁸ KIUNGA TO RUMGINAE A. M. BOTTRILL
^{1957/58}

LAKE MUREAY

No. ¹ NORTH AND NORTH EAST OF THE KAIM RIVER (PARE)
J. P. WALSH



TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of KIUNGA W.D. Report No. 1-57/58

Patrol Conducted by A. M. Bottrill, Assistant District Officer.

Area Patrolled KIUNGA to RUMGINAE

Patrol Accompanied by Europeans NIL

Natives FOURTEEN

Duration—From / / 19 to / / 19

Number of Days

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services / / 1956

Medical / / 18 NONE EVER RECORDED

Map Reference

Objects of Patrol (a) EXAMINE POSSIBLE VEHICLE ROAD (b) INSPECT PROPOSED AIRSTRIP
(c) EXAMINE ZOPAL FOREST (d) CONFER WITH UFM MISSIONARIES

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 £

30-4-36

1st October, 1957.

The District Officer,
Western District,
DARU.

KIUNGA PATROL REPORT NO 1 OF 1957/58

Receipt of the abovesentenced Patrol Report
is acknowledged.

Your remarks on the contents of the Patrol
Report adequately cover the subjects raised. Mr. Bottrill
has obviously left no stone unturned to provide a full picture
of the practicability of forming a road from Kiunga to Kungisac.

Will you please let me have, by separate
memorandum, a proposition to install the airstrip at Kungisac.
This submission should include all reasons why funds should be
provided to allow for development of this strip. The remarks
on copel gra have been brought before the notice of the Chief
of Division, Development and Welfare.

The provision of motor transport and a mechanical
saw has not been overlooked at Headquarters.

A. A. Roberts
P.A. (A. A. ROBERTS)
Director of Native Affairs

Minute to:
The Chief of Division,
Development and Welfare,
Department of Native Affairs,
PORT MORESBY.

Report please.

Your attention is invited to page 6 of this

*with
msd
7/10 P.H.*

T. G. Aitchison
(T. G. AITCHESON)
Chief of Division (Govt. & Research)



TERRITORY OF PAPUA AND NEW GUINEA



In Reply
Please Quote
No. 30-5-1/3

District Office,
DARU, WESTERN DISTRICT.

19 Sep 57

JJM/ml

The Director,
Department of Native Affairs,
PORT MORESBY, PAPUA.

KIUNGA PATROL REPORT NO 1 OF 1957/58

1. The above Patrol Report is forwarded together with my comments.
2. Relevant extracts have been conveyed to the Departments concerned and required local action has been taken.
3. The intention of the Kiunga-Rumginae Road is to provide contact with the airfield there and to provide an entry into the populous AWIN area for developmental purposes.
4. I sent you a copy of the ADO's report on MOIAN air site with my minute 2-2-6 of 3rd June last. To my mind Rumginae is a better proposition for surface, access and direction. At the moment development is costing us nothing, but unless a favourable site is found in close proximity to Kiunga, the Administration should take over Rumginae as a minor airstrip for development to the full capacity available.
5. I inserted in the Estimates provision for a TRAK-GRIP three-wheel tip truck for Awinu. Later in my unclassified - "Vehicles - Western District" of 18th July I requested that you raise a requisition for a Trak-Grip at Kiunga. You have not yet replied to that memo. I understand there is very little money this year for new vehicles. The cost of these Trak-Grips to the Administration is £425. I therefore request that you represent to the Director of Civil Affairs that he supply you with 2 for allocation here even if another District, reasonably well off, has to forego one vehicle replacement this year. I cannot mount a decent sort of programme to catch up with other Districts unless I receive for a short time some "Favoured District Treatment".
6. In the matter of a trading site at Kiunga, I can now propose to a starter that the Rumginae people received over £300 in the last six months from gum: a team of experienced crocodile harpooners is being brought from Lake Murray to teach the local hunters: Station wage bill is about £120 a month: development now started will bring more cash into the area: some remuneration could be expected from labour agencies: minor contracts would doubtless be available. It is not very attractive as it stands, but the potential is reasonably good and promotional prospects are good for a ground floor man.

John Murphy
(John Murphy)

District Commissioner, WESTERN DISTRICT

30-5-1/4

District Office,
DABU, WESTERN DISTRICT.

JJM/al

19 Sep 57

Assistant District Officer,
KIUNGA.

KIUNGA PATROL REPORT NO 1 OF 1957/58

1. This is the most refreshing report yet from the District and shows a real and positive advance.
2. I have asked the Director to get a Trak-Grip for you and have further reminded him of my requirements. I have here about 100 shovels for you, many axes, and have requisitioned for mattocks. It is too early to say what further assistance I can give until I receive the Works Programme and my allocations.
3. Instead of constructing on a 2-chain front, put your location down first, then form and drain and lastly cut back the trees on the sides. This will bring a roadbed into operation in half the time and will then shorten the length of time to effect improvements.
4. A slight diversion in favour of a populated area or better land formation is to be adopted if you judge it advantageous over a direct route.
5. In regard to bridges, I can obtain for you, on notice, hardware like dog bolts and tar and very likely either pit sawyers or supervisors from Nouku for cutting felling.
6. The airfield at Runginae seems a better proposition than the site you examined at Malin which from the report you submitted impressed the RSA as "hairly". However Mr Holt tells me he thinks you may have found another area close to the station during your road survey. Before the Administration will incur any expense at Runginae or elsewhere on actual construction, it will be necessary for DCA engineers to examine the site. I am sending you with this a plan of TYPICAL AIRSTRIP layout. Let me know how far Runginae, or any other strip you examine, conforms with the requirements shown. It seems to me now that Runginae is a possibility.
7. I agree that mechanical aid would be of great advantage, but the fact remains that a large number of items, such as saws and many other units of equipment were not included in estimates for this year and I don't hold out a great deal of hope of getting much of my immediate requirements along these lines. According to the Director no stone is being left unturned to get me a chain saw I requisitioned for some time ago. I will certainly see what I can do.
8. I shall pass your information on the gum along to the Director of Forests. We are adopting copra pickup points in the coastal areas

here, but the natives here are more sophisticated and records of ownership are kept. You will have to work out a method for yourself suitable to your area. There is no objection to the Mission Station at ATKAMBA assisting. Handling charges, which will come out of payments, are a matter for yourself as representative of the natives and the Missioner in charge.

9. I shall try now to interest a trader in Kiunga. I have some hope of success. In the meantime mark out an area of about 2 acres suitable for a business lease or Trading License. You can be sure I will make the prospect as attractive as Fact will allow.
10. I am now informed, though unofficially, that the Mission Aviation Fellowship will engage in charter work with their Cessna at \$9 per hour, which will cost about £36 to and from your station. This is not yet confirmed.
11. Beaver service is not a proposition I will support as a regular feature for a variety of reasons, one of which is that it is an excellent method of retaining the pioneer status which for the length of time stations have been operating in this District, they should be well out of.
12. I am giving a copy of your report to the Assistant Administrator to read and will circulate a further copy amongst Departmental Heads.

J. Murphy
(John J. Murphy)

District Commissioner, WESTERN DISTRICT

30-1/92.

Sub-District Office,
KIUNGA, W.D..

22nd. August, 1957.

The District Commissioner,
DARU, W.D..

KIUNGA Patrol Report No.1 of 1957/58.

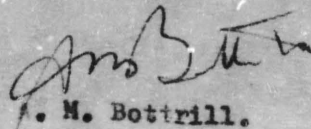
Please find attached two copies of the above report covering the investigation of the RUMGINAE Road and Strip site.

Since the compilation of the report, work has started on the road - some 100 villagers are working on different sections of the first seven miles from KIUNGA.

Work is slow but the results are good. Timber is being felled for a width exceeding two chains and the earth perfectly exposed and levelled for a width of over 15 yards. By the end of September the first $\frac{1}{2}$ miles should be ready for a vehicle. Completion of the remaining sections will be spread over the next twelve months or so, as there are few other men available and these will want a few months' spell after the initial two months work.

It would be greatly appreciated if the TRAKSHIP could be delivered early in October so that a tryout under the driest conditions can be effected. Early delivery will do much to boost the enthusiasm of the village workers and at the same time we will be able to learn much from the performance of the vehicle which will help us in constructing the remainder of the road and its bridges.

The UFM are pushing ahead with their work on the RUMGINAE strip and are anxious to learn if we are interested in making it 50 yards wide. They intend only to make it 40 yds wide unless we are prepared to assist in making it wider. With their limited resources they are unable to bring the strip to a higher standard than for a private Cessner.



J. M. Bottrill.
Assistant District Officer.

Introduction.

The aims of the patrol were

- (a) to examine the possibilities of a vehicle track from KIUNGA to RUMGINAE UFM Mission,
- (b) to inspect the proposed airstrip site at RUMGINAE,
- (c) to obtain some idea of the density of copal bearing trees in the forest traversed and
- (d) to confer with UFM Missionaries on local matters.

The idea of a vehicle road in this country is novel, being both challenging and provoking. The suggestion was originally put forward by the District Commissioner who proposed that the construction of such a road might enable KIUNGA to be serviced by air via the RUMGINAE proposed airstrip.

DIARY.

- Monday, 8th. July. Departed KIUNGA 10.30 am. Surveyed to 4 mile peg. Rain fell continuously throughout the day. Camped.
- Tuesday, 9th. July. Broke camp at 8 am. Rain fell intermittently throughout the day. Surveyed to 6 1/2 mile peg. GRE villagers brought food. Camped.
- Wednesday, 10th. July. Heavy rain throughout day. Surveyed 1 mile but forced to return to camp.
- Thursday, 11th July. Broke camp 8 a.m. Camped at 10 mile peg.
- Friday, 12th. July. Broke camp 7 am. Reached MIASOMAI village near 14 mile peg. Slept in Rest House.
- Saturday, 13th. July. Departed 7 a.m. Surveyed to RUMGINAE Mission about 18 1/2 miles from KIUNGA. Camped 1/2 mile from the Mission.
- Sunday, 14th. July. Rested. Visited the Mission p.m.
- Monday, 15th. July. Inspected proposed airstrip site at the Mission. Departed 4.30 pm by canoe down the OK MART to MENEMBORE village. Slept in Rest House.
- Tuesday, 16th. July. Departed at 8 am in light rain. Proceeded down the OK MART and OK TEDI (ALICE R) arriving at ATKAMBA UFM station at 4 pm. Slept as guest of Mission.
- Wednesday, 16th July. Departed per 14 ft. Mission launch at 9.15 am in company of Mr. R. Nowland of the Mission. Arrived KIUNGA 6.30 pm.

.....End of Diary.....

The KIUNGA - RUMGINA'S Road.

A pace and compass traverse was made following the existing foot pad from KIUNGA to Rumginae. Levels were also taken by means of an Abney Level.

The track was found to be 18½ miles long through primary forest. It took a fairly direct path northwards. Except for several small sections not totally one mile in all, the track is uncleared but for the removal of some very minor undergrowth.

Throughout most of its length the track follows ridges and spurs and is therefore fairly elevated and well drained, in these parts. Numerous small tributaries of the FLY and OK MART Rivers are crossed however and some 37 bridges and culverts would appear necessary. Some 10 of these would need to span in excess of 20 feet. A further problem is that the streams nearer the FLY R. tend to flood adjoining flood plains sometimes as wide as 600 feet and to a depth of 7 feet. The floods are said to subside again fairly quickly usually within 24 hours of the heavy rains.

Some earthworks may be necessary to avoid steep slopes but none of these would be more than a few hundred feet long and may prove avoidable on closer inspection.

Rock and pebbles occur in a Creek at about the 16½ mile peg and in the bed of the OK MART. Throughout the first 16 miles however gravel is at a premium and can only be found in isolated patches of lateritic subsoil.

The author is of the opinion that the main advantages to be gained from a vehicle track north from KIUNGA would be to bring the bulk of the 6,000 AWIN people physically closer to KIUNGA, to open up a large area of forest to further economic exploitation of copal stands by the local people and to make further administrative measures and services more effective. In this border region it would also act as physical evidence of our developmental aims and as a bolster to prestige.

The following obstacles are expected to be encountered.

THE LACK OF FREE LABOUR. In the first 12 miles north from KIUNGA there are only about 80 persons. Able bodied males number less than 18. Fortunately there are limited stands of sago near the proposed road throughout its length which will allow persons from villages further to the north and who may expect some benefit from the road to assist in its construction. It cannot be expected however that these people will show the same enthusiasm as the true owners of the ground.

THE FOREST. As the road runs approximately north-south it will benefit from the drying action of the sun only for a few hours a day near midday and that only if the track is cleared more than a chain wide. This will entail clearing more than 150 acres of virgin forest.

THE RAINFALL. No reliable figures exist of the annual rainfall in the area but it is believed to be in the vicinity of 150 to 200 inches per annum. The only real dry season seems to last for only about three months from September to December. The amount of traffic on the track will therefore need to be limited in other periods if the surface of the track is to be preserved.

THE BRIDGES. These will have to be a Government responsibility as the local people will have more than they can cope with in clearing alone. It is believed that no provision has been made in the current estimates for roads in the Western District and therefore obtaining finance may offer some immediate difficulties. It is hoped however that a limited amount of funds be sought for expenses which will be needed to get the work under way.

Since the patrol returned to the station there has been a moot of village officials and councillors from the villages likely to be affected by the road. It was learned that the people are interested in the proposed road and have organized themselves to start clearing immediately. It was resolved to prepare to clear the first seven miles first. It is desirable that this enthusiasm be exploited forthwith and so they have not been discouraged from their arrangements. In order that their enthusiasm may not die quickly due to seemingly indifference and lack of help on the part of the Administration it is important that tools be made available to them as soon as possible. It is also desirable that a vehicle be obtained for the post as soon as possible because it is felt that its presence will add greatly to the existing enthusiasm and also be a valuable aid in constructing the road.

This first seven miles is regarded as the most important section of the road. From this point it may prove to be more valuable to continue the road to the NNE keeping as near as is practical to the divide between the FLY R. and the OK MAP and thus opening up the forests and villages between these two rivers as they cannot export their produce by these waterways. There are eight villages in this area with a population of over 800. They are only about two hours apart.

In constructing this first seven miles of track it is hoped to learn many lessons which should prove valuable in developing communications in many similar forested areas in Western Papua.

THE PROPOSED RUMGINE AIRSTRIP.

The inspection of the above site which is being cleared by the Unevangelized Fields Mission suggests that it might be brought up to commercial standard for Norseman type aircraft. Details are as follows :-

<u>Possible length.</u>	880 yards
<u>Possible width.</u>	50-70 yards.
<u>Surface.</u>	gently undulating in longitudinal profile. Gently sloping down to the west in cross section. The soil and subsoil contains many pebbles.
<u>Bearing.</u>	Approximately 328° Mag.
<u>Vegetation.</u>	<p>The first two hundred yards from the North end is cleared and is largely covered by a type of couch grass. It is at present the Mission sports field.</p> <p>The next 300 yards was recently forest but has now been felled but not cleared by the Mission.</p> <p>The next 200 yards is virgin forest although the Mission has removed most of the undergrowth.</p> <p>The remainder is virgin forest. Beyond the 880 yards the ground becomes more swampy and the vegetation includes a number of sago palms.</p>
<u>Approaches.</u>	<p>From the Northwest the approach is across the OK MART River over about 100 yards wide. Some timber on the opposite bank may have to be felled but no topographical features will be in the way. A swathe through the forest may also have to be cleared at the SE approaches.</p>

Although the author doubts the usefulness of this strip to be an important subsidiary supply line for KIUNGA station there are a number of administrative advantages which may be gained from it and which warrant the consideration of a proposal to subsidise the work of the Mission in some ways in order to ensure that the strip is brought up to commercial standard. At the moment the Mission proposes only to construct a strip 500 yds x 40 yds..

Firstly the site is contiguous to the bulk of the AWIN population and therefore may prove to be a valuable centre for the extension of health, agricultural and other services.

Secondly, if another strip site is found closer to KIUNGA it would be of value to have a second strip within 15 miles or so to reduce the incidence of abortive charters so far from base. Until a second strip site nearer to KIUNGA is located and built RUMGIRAE would be of value for the expeditious handling of mail.

The most effective manner in which we could effectively assist the Mission immediately would be to provide them tools for the job. Spades, axes, mattocks and wheelbarrows would be most useful.

To facilitate clearing the provision of a HAGEN or MOBILCO saw is most desirable. Such a saw would be also invaluable for clearing the proposed vehicle road and, if supplied with a bench, for rip-sawing timber for bridges. Its uses in a Sub-District covered almost entirely by virgin forest cannot be disputed. Lake Murray could also make use of such a saw in preparation of their strip site and it could also be used for clearing land for agricultural and other purposes at KIUNGA.

COPAL - GUM.

Along the route followed it appeared that the copal yielding tree forms about 15% of the total mature forest growth.

From native reports it appears that north of about 6° S. lat., where most of the AWIN population is found, the incidence of the tree is somewhat less. Perhaps this is due to human agency. The tree occurs up to about the 1500' contour as it is said to be found throughout the country inhabited by the IUNGUM, AWIN and NINGGUROM peoples.

So far, in the past six months, some six tons of copal have been purchased at KIUNGA. Most of it has been produced by villages immediately adjoining the station and those near the FLY R. as far north as TUPENSOMRE. Several bags have been produced by ARAK, SIUKNAI and TRIPNAE villagers. These people have brought the produce down the ALICE R. and up the FLY R. taking three to four days paddling. Such labour will soon seem to them to be uneconomic and it is therefore necessary, if the industry is to be developed in these areas, that a pickup point be established at ATKANBA or KONKONDA. Local opinion has been sounded out on this proposition and it appears that the IUNGUM people bounded by the Dutch border and the ALICE R. as far north as the BIRIM R. are interested. This is an area where political advantages may be also gained by any economic development.

CPD. (DWB)
For info. file.
11-10-19

Mr. R. Nowland of the ATKAMBA Mission has informed me that he is willing to handle copal gum on our behalf until KIUNGA receives the long-promised launch. No firm arrangement has yet been made pending agreement on what handling charges the Mission may expect.

During the past year I have several times suggested the establishment of a trade store at KIUNGA putting forward that the following alternatives should be considered because the business available would not attract a European trader.

(a) A Government trade store (This received Treasury and HQ approval a few years ago.) operated by a native manager under strict supervision. In due course this store may be sold to European or native Entrepreneur, or to a native society when such development is practicable.

(b) To encourage and assist any native or mixed blood entrepreneur who might be interested, have sufficient capital and also have sufficient ability.

(c) To suggest to traders at present in DARU that they might consider opening a branch at KIUNGA with a native Manager.

Although no written reply has been received to these suggestions it has been verbally intimated to me that they are not in line with policy.

No stability in copal production can be anticipated until a trade store offering a good variety of articles at reasonable prices is established at KIUNGA. Payment in cash is at the moment an exciting novelty. It will wear off very shortly if a satisfactory avenue for spending it is not provided. The occasional and short visits of a pedlar to KIUNGA is not an adequate substitute for a store. Apart from the fact that stocks are usually limited and of poor range, the bulk of the population live several days distant from the station and by the time they learn that a trader is visiting KIUNGA they are too late to take advantage of it.

Therefore I suggest a fourth alternative - to my limited vision the sole remaining alternative.

(d) With the expansion at present planned for KIUNGA in the way of new residences, a native hospital, an airstrip, a road construction proposal, a launch (said to have been ordered seven months ago and which will require maintenance so far from a base), a vehicle and so on, the appointment of a works supervisor at least on a part time basis seems necessary.

To attract such a person, suitable for such a position, he should be permitted to operate a trade store and to take up an agricultural lease. In about five years, most of the capital works at present envisaged should be completed. By that time the trader should be well established on his property and should be in a

a position to be independent. He should then be permitted to run a commercial employment agency.

Conclusion.

Without mechanical aids the completion of the proposed road is a long term project. It would surprise me if it was physically possible within four years.

The proposed strip at RUMGINAE may be brought up to private Gesmer standard within twelve months. It would take more than another six months to bring it up to Norseman standard.

Therefore it is necessary that some interim air services be instituted for KIUNGA if the remoteness, poor communications and other poor services which have restricted development for so long are to be overcome, and the Sub-District not doomed to drop even further behind contemporary progress in other areas.

No suitable site for a landing field has yet been found close to KIUNGA station.* However it is possible for a Beaver floatplane to alight on the Fly River adjoining the station at most times. This was first recommended by me in correspondence more than one year ago and frequently since then verbally and in writing. No written reply has been received to my proposal. Verbally I have been informed that as the only Beaver at present equipped with floats is under contract to APC the Administration cannot obtain its services. There are, however, other Beaver and Norseman aircraft in the Territory which can be equipped with floats. Furthermore it is believed that one air company in LAE actually possesses a set of these floats. It is also believed that since my first recommendation the contract between APC and QANTAS has been renewed as it is only made each year. Surely it would have been possible for the Administration to secure a contract for some minimum number of hours use of the Beaver. Its use for mercy flights alone would surely save the Administration hundreds of pounds every year, instead of using the larger and more costly Catalina. (It is interesting to note that although the Native Affairs department has been unable to secure use of the Beaver, five mercy flights and three other Administration charters have used the Beaver for flights into BALIMO during the past year.)

The importance of an immediate air service to KIUNGA to my mind cannot be over-emphasized and the matter might well be considered to warrant the attention of His Honour, the Administrator.

* A site located at MCIAN 14 river miles from KIUNGA as yet unvisited by anyone else has been brushed aside as "hairy".

REPORT ON PATROL PERSONNEL.

Reg. No. 7134 Constable KOIVI PERIKÄ Conduct: good.
Able, conscientious and
of good bearing.

Reg. No. 8646 Constable KINGBU UT Conduct : good.
An energetic and satisfactory
Constable.

Interpreter JACOB WAMBON. Able and conscientious in his duties.
Inclined to be moody and thin-
skinned at times but his usefulness
outweighs this minor characteristic.

.....

OK MART

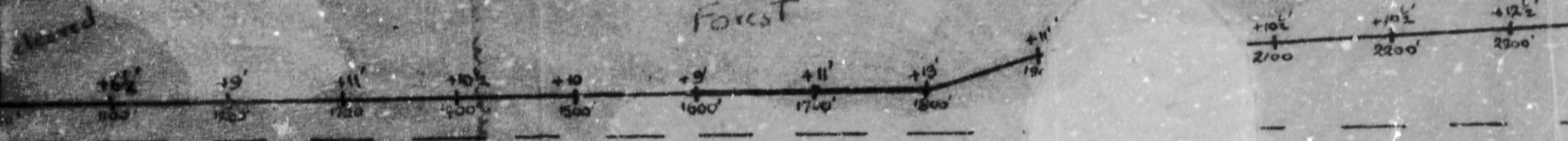
DESIGNER
U. F. M.



Vertical Scale 1" = 32'
 Horizontal 1/4" = 100'

cleared

Forest



PROF. D. AIRSTR
RU'AGINAE
 VI
 KIUNGA W.D.

Am. B. 15-7-

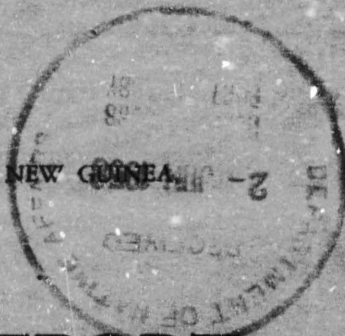


ROP D AIRSTRIP
RUANGINAE
 VIA
 KIUNGA W.D.

AMBATA. 110.
 15-7-57



TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of WESTERN Report No. K 7 /55-56

Patrol Conducted by JOHN HARRIS, PO & GRAHAM POPE, CPO

Area Patrolled NINGGIRUM CSD & ROM Villages to the OK TEDI

Patrol Accompanied by Europeans NIL

Natives RPC, 4; NMO, 1

Duration—From 20/11/1956 to 25/12/1956

Number of Days 36

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services / /1954 (KENT & JACOBS' Star MTS PATROL)

Medical ... / /19 NONE RECORDED

Map Reference

Objects of Patrol GENERAL ADMINISTRATION & HEADCOUNT OF ROM HOMESTEADS

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

4 / 1 1958

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 £.....

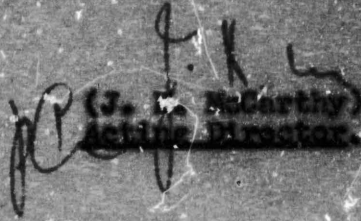
30-4-16

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

11th June, 1958

PATROL REPORT NO. 7 1957/58 - J. HARRIS
A. G. POBLE, GEORGIA.

- Patrol Report passed to you for comment please.
2. Please retain necessary copies for your records.


(J. J. McCarthy)
Acting Director.

20/1/46 ✓

Sub-District Office,
TAPENI, Geilala Sub-District
5th January, 1958

The Director,
Department of Native Affairs,
PORT MORESBY



Dear Sir:

SUBMISSION OF PATROL REPORT

I herewith submit a report of a patrol submitted by myself and Mr. GPO Popie. I very much regret the delay. During my short stay at KIUNGA during the absence of Mr. ADO Bottil I was fully engaged in patrol work. This patrol was completed just prior to my departure for the long course at ASOPA and in the hurry I left the relevant notes in Port Moresby with some of my personal effects.

Yours faithfully,

Patrol Officer *[Handwritten Signature]*

DIARY.

20th November, 1956:

Patrol departed KIUNGA 0745 arriving KONKONDA Village on the Alice River at 1300. Adequate stocks of native foods purchased.

21st November, 1956:

Crossed Alice River by canoe. Left Alice at 0615 arriving YERAN village at 0935. Left YERAN 1025 reaching MARAPKA No 2 Village at 1055. Left at 1100, arriving OT village at 1250. CPO to BIKE to see Mr Finch of APC re recruiting. Sufficient food.

22nd November, 1956:

Left OT at 0730, arrived YOWI at 0920. Left 1005, arrived MARAPKA No 1 at 1100. Left 1125, arrived NAHANOGO 1315. Left at 1400, arrived KOPOKBIN 1515. Left at 1620, arrived BAMBIRAN 1700. Sufficient food.

23rd November, 1956:

Left BAMBIRAN 0740, arriving OKBIRINKAMBA at 0950. Left at 1020 arriving GARANDILOK at 1130. Crossed OK BRIM. Left BIRIM bank 1220, arrived TIKAM 1325. Left TIKAM 1520 arriving WOMBON 1610. Ample food.

24th November, 1956:

Left WOMBON 0845, arriving TENKIM at 0945, leaving at 1020 and arriving BIKIM at 1050. Const AKIA and NMO SIBIRA left at BIKIM to attend to a number of bad yaws cases. Left BIKIM 1135, arriving MINIPON 1215. Left MINIPON 1235 arrived HUKIM 1280 and left it 1235. Arrived BWAKIM 1425. Ample food.

25th November, 1956:

Left BWAKIM 0740. Arrived DEIKUI 0905. Left DEIKUI 1020, arrived AMARE 1125. CPO to BEREKIM hamlet at 1225, arriving 1335. Census conducted. CPO left BEREKIM 1420. Crossed TARIM and arrived IRIMKUI 1510.

26th November, 1956:

IRIMKUI Censused. Gear repacked and some returned to AMARE.

27th November, 1956:

Const AKIA and NMO SIBIRA report in. Patrol left IRIMKUI at 0750, crossing DEN Ck at 0810 and arriving at KOROMGO at 0925. Small village of only six houses. Census conducted and councillor elected.

28th November, 1956:

Left KOROMGO village at 0705 and proceeded along ridgetop parallel with Ok Tarim. Thence by sharp descent to KARAPKUN hamlet (3 houses) arriving at 1230. Headcount conducted and councillor elected.

29th November, 1956:

Left KARAPKUN at 0730. Steep descent to TARIM. Arrived at TAVOKAM at 1125. Small village of only four houses. Headcount conducted & councillor elected. Food ample.

Diary, contd.

30th November, 1956:

Const KOIVI despatched with surplus ~~mattians~~ and mail to Amare village. Patrol departed Tawonam at 0735 after heavy rain. Along partly cleared track to partly-cleared garden of WOGAM, which was reached at 0905. Here a headcount was conducted. Departed Wogam 0940; arriving (KOMAN)KAIUMGIM at 1010. Track cleared. Food available in ample quantities.

1st December, 1956:

Headcount of KAIUMGIM conducted. Natives report that, of three homesteads west of the Tarim, two, HANOMKORUMKIM and HYUMKOREMKIM, will combine in KAIUMGIM village; the third, TEIOTMOT is to combine with KUMGIT village. Two police and carriers sent ahead to KUMGIT with stores; rest of police and carriers working on police barracks. During afternoon, Const KOIVI returned from AMARE and reported the existence of some houses in the bush between the latter village and TAWONAM.

2nd December, 1956:

Heavy rain in morning. Patrol left KAIUMGIM at 0820 and followed a partially cleared track, which, however, involved following up the course of the OK AIK for the best part of a mile. This would be difficult if not outright impossible in floodtime. Patrol arrived at 2-house village of KUMGIT on the junction of the AWUT and the MOJP (MJP) at 1100. Heavy rain throughout afternoon. AWUT flooded rapidly.

3rd December, 1956:

CPO engaged on investigating airstrip site. (see text) PO departed KUMGIT 0740. After crossing the AWUT, followed a poorly defined ridgetop track, reaching the first KASAWE settlement, the site of a pigfeast, at 0900, and DERONGGO at 1100. Word sent out for KASAWE to come in. Food purchased, headcount conducted and councillor elected.

4th December, 1956:

CPO at KUMGIT.
PO left DERONGGO at 0730, arrived KUMGIT 1035.

5th December, 1956:

Left KUMGIT at 0800 after delaying start to allow NMO SIBIRA to complete course of injections. Crossed OK AWUT and proceeded across and up OK MUP. Ascended to high ridge, proceeded through limestone gorge and camped in heavy rain at 1320. Camp situated on bank of OK MEN. Rice and flour issued to patrol personnel.

6th December, 1956:

Broke camp at 0500 and crossed OK MEN. Arrived small hamlet belonging to KATAUPKA group. Headcount conducted and left at 0920. Proceeded through limestone country until camp made 1135 in heavy rain. Rice, flour and meat issued.

7th December, 1956:

Broke camp 0700. Patrol proceeded downhill for short distance then began the long climb to crest of DUBIRIVAM ridge. Crest of ridge reached at 0835. Thence downhill to

Diary, Contd.:

8th December, 1956:

Patrol camped at Kakewokgorokimok homestead drying out tents, flies and rice.

9th December, 1956:

Left KAKWOKGOROKIMOK homestead at 0725 and proceeded in a generally southerly direction along the ridgetops. The KATAUPKA guides missed the poorly defined track but the patrol reached ANINGOK at 1315. Two small houses on a neighbouring hill were sighted and word sent that the inhabitants should come in. At first no women and children approached the camp but later they began to wander in.

10th December, 1956:

Head count of NENGIUM people about ANINGOK completed. Patrol left ANINGOK at 1005, proceeding just south of west. Steep descent into the deep valley of the OK MONGA, from which the patrol climbed until 1110. Well defined track heading West. Reached MONGA-DAKIM homestead at 1120. Short spell and away again at 1135, heading SSW. Down to OK ERUK, a tributary of the MONGA. Crossed at 1245. Thence up a small and very steep creek bed to DUOMBYONGKIM homestead, which was reached at 1330. Word sent for people from two neighbouring homesteads to come in for the headcount. People say they are known as DUWINGGO. They have three homesteads - DUOMBYONGKIM itself, NYOKTOMBON and DEIKUI. The people of MONGA-TOBON were said to intend joining this village group at DUOMBYONGKIM.

11th December, 1956:

Left DUOMBYONGKIM 0850 for MONGA-TOBON, which was reached at 1030. Headcount conducted. Thence to MONGA, reached at 1240. River bridged. Away again at 1415 and climbed to MONGA-BONGGO homestead, not far from MOMGO-VARAVAM, the prospective village site for these people, who are called OKTEMGA. We were informed that MIMKI homestead, between the OK KODA and the OK TEDI, also intends to join MOMGOVARAVAM in a single village.

12th December, 1956:

Left MONGA-BONGGO at 0730 and proceeded down to small creek. Headcount of local population conducted and police sent out to bring in people from other homesteads.

13th December, 1956:

Headcount of groups about MOMGOVARAVAM completed as other OKTEMGA came in.

14th December, 1956:

From MOMGOVARAVAM to OK MONGA 0820 to 0935. River in flood after heavy rains. Rafts built. All across and on way again by 1305. Crossed OK DAM and arrived OK UMI 1435. Camp in rain.

15th December, 1956:

Broke camp 0730. Crossed OK NONG 0825. Reached small homestead, belonging to AMEKA group, at 0900. People called in but had not all appeared by afternoon. Const KAIRI carriers and interpreter to BWAKIM and AMARE to collect stores.

16th December, 1956:

Headcount of AMEKA conducted. Informed that they intend to

Diary, contd.:

build their village at a place called KWANGGO-TINKUI, to the south of their camp site. Village site visited.

17th December, 1956:

Consts. KAIRI and AKIA with interpreter and carriers return from AMARE and BWAKIM.

18th December, 1956:

PO left camp 0625 arriving GWAKUI village 0830. Village inspected and departed 1020 for WUWUNGGO (BIKUT) village which was reached 1110. A third, smaller, village (DYO)BONAM was seen on a hill about 1 1/2 miles west of WUWUNGGO. As the latter was itself very small (only six houses) it was decided that the natives of BONAM should unite with WUWUNGGO for administrative purposes. After meeting these people, the patrol left WUWUNGGO at 1505, arriving at the new village of WOGAM at 1555. WOGAM's population was then counted.

19th December, 1956:

After completing count of WOGAM's population, patrol left for the OK TEDI along an uncleared track, arriving on the heights above the river at 1205. Two deserted homesteads were seen at this spot which was called TI-WARANSDUM by the NINGGIRUM carriers. Three carriers went ahead to DARIGYONGTO to obtain canoes for the crossing of the TEDI, which is here a deep, fast-flowing stream. Patrol ferried across river 1530-1615. Proceeded downstream along the TEDI or TI as it is called here to DARIGYONGTO. A small quantity of food only was available as the settlement was a small one and most of its inhabitants were in any case absent at a pig-killing ceremony at HEGEM.

20th December, 1956:

Patrol left YONGTO 0625 and, proceeding further down along the TEDI reached TI-TAMARO at 0755. The few natives present were told to clear their tracks and complete the police barracks which they had already started. Patrol left TI-TAMARO at 0845 and after a very slow trip (a number of bad yaws cases were being escorted to KIUNGA for treatment) the deserted AWIN village called TURUAT by the OK TEDI NINGGIRUMS was reached at 1025. From TURUAT patrol proceeded to SIRINGGIRI village, which was reached at 1200 hours. Instructions were given to hasten the construction of a new village and for the clearing of tracks which were found to be quite unsatisfactory. The patrol left SIRINGGIRI at 1220 and arrived GUMUNAI village 1550. Heavy rain.

21st December, 1956:

Patrol left GUMUNAI 0655 and arrived at the main track 1800. MATKOMRAE village was reached 0825. After awaiting the arrival of carriers and patients, the patrol left MATKOMRAE at 0940, arriving KASRENAE at 1020. ROMAE was reached, after a further wait to allow the patients to catch up, at 1125. ROMAE was left behind at 1220 and GRESORE reached fifty minutes later. From GRESORE, where the patients rested, to MENEMSORE, which was reached at 1555.

22nd December, 1956:

MENEMSORE village to RUMGINAE Mission.

23rd December, 1956:

RUMGINAE Mission to KIUNGA Station.

18th December, 1956:

CPO broke camp 0710, reaching PANGANKWUBAN homestead, 1020. Crossed OK AION and reached BIKAMDAIMAM at 1050. Headcount conducted and messengers sent to surrounding homesteads to assemble people, who intend forming single village of BIRIPKAUP between the AWUT and the TAUP.

19th December, 1956:

Left BIKAMDAIMAM 720 and proceeded down the AION for a short distance. Thence crossed this creek, ascended to the top of the divide which was then followed along. Descended to OK TAUP, which was crossed at 0930. Climbed and then crossed the OK GOGWA, reaching DERONGGO (previously visited by PC on 3rd December) at 1035. Carriers fed and away at 1120. At 1210 crossed OK AWUT where it disappeared into the limestone thence up a series of four ladders fastened to sheer limestone walls and to the top of the ridge. At this point the AUT's flood level is some thirty feet above the level at the crossing. Across OK LAM, arriving TAWONAM (previously visited by patrol 29th November) at 1315. Majority of village population absent at pig feast.

20th December, 1956:

Left TAWONAM 1715 for TUINKUI. TUINKUI reached after short steep climb. Headcount conducted and away at 1030 for AMARE, which was reached at 1120. Left AMARE after advising DEIKUI VC to report to KIUNGA for DEIKUI, which was reached just before the onset of very heavy rain.

21st December, 1956:

DEIKUI to TENKIM, over the track followed by the patrol from KIUNGA.

22nd December, 1956:

TENKIM to TIKAM. Constable to AUITIT to summon TAREMKO people (See Border Affairs) and to prepare canoes for the trip back to KONKONDA.

23rd December, 1956:

CPO to AWUTIT. Constable KOIVI and Carriers to GARANDIMOK. CPO proceeded from AWUTIT to GARANDIMOK after conducting investigation.

24th December, 1956:

Left GARANDIMOK by canoe 0635, down the BIRIM to its junction with the TEDI and thence by the TEDI to KONKONDA, which was reached at 1708.

25th December, 1956:

Left KONKONDA for KIUNGA. (0745-1225)

INTRODUCTION.

The patrol herewith described had as its primary objective the extension of positive administrative influence to the limit of known population between the Netherlands New Guinea border and the Alice River.

Geography

The area traversed can be described geographically as the country intersected by the headwaters of the Alice and its north-western tributaries. An artificial line west of the Ok Tarim divides the Papuan half of this area from the very similar country to the west administered by the Netherlands.

The major streams of the area are: the Menga, the Alice itself, the Monga, the Taup, the Awut and the Tarim. Of these, only the Menga flows into the Alice from the east, draining a relatively small watershed running from the Gu divide west to the Fly divide north of Il Range. Of the western streams, the Monga and Taup drain directly into the Alice, whereas the Tarim and the Awut join the Birim which, in turn, empties into the main stream after describing a great curve west into N.N.G.

The river system governs the configuration of the country, which consists of ridges running generally north and south parallel with the watercourses. The altitude of these ridges varies in the north from 1798' at Amare village to over 3000' at Kakewokgorokimok homestead. To the south, the ridges get lower and lower as the huge expanses of flat country running from Kiunga south are reached. In the north, the landscape becomes more and more rugged as the main northern mountain system is approached. The steep limestone country about Kakewokgorokimok, described by Kent and Jacobs in their Star Mountains Patrol Report of 1954, is typical of this.

The population of the area, linguistically and culturally very uniform, lives scattered along the ridge-tops in isolated homesteads each surrounded by more or less extensive garden clearings.

Significance of this Patrol

The successful conclusion of this patrol means that the final step has been taken in bringing the last uncontrolled segment of the Western District border area under effective control. It will, I hope, soon be possible to walk on good tracks from Kiunga to Kungit, our most northern village.

NATIVE AFFAIRS.

General

As far as I have been able to determine, the people of the area under review, despite striking similarities in speech, dress and customs generally, have no generic name for themselves as a group. Until such a name (if it exists) is discovered, I propose to follow the usage of Kent and Jacobs and refer to them as Rom, the name by which they are known to their Awin neighbours.

Superficially at any rate, the Rom are in most ways typical of the Kiunga native as a whole. Like the Awin, they live scattered across the country in single homesteads, combining into larger groups only for such important social events as pig-feasts. Generally speaking, they rely very much on their gardens for a livelihood. Sago, especially in the more elevated areas is not common; while the steep and accidented country makes hunting very difficult. Despite this, the Rom are not good gardeners. Like the Awin again, their gardens are cleared only roughly, the felled timber being left ~~straw~~ about the garden-site with no effort at burning off. Fences are common only from Amare south.

Dress is generally very typical of Kiunga. The womenfolk wear a nogi of a type of plant common in boggy country. The men generally wear the palm-nut penis covering, though gourds of various sizes and shapes are not uncommon as far south as Amare.

Houses are generally smaller than those found in the Awin, where dwellings of truly remarkable proportions are not uncommon. They are usually built on a single tree trunk ten or twenty feet high with rather rickety posts as supports. The roof is invariably of sago thatch, while the walls are of split kipa or (in places where sago is not common) of timber. The floor may be of fine slats of pandanas or black palm. The fireplaces are usually recessed while the door is usually a trapdoor set in the floor and equipped with a split cane cover.

Post-War Government Influence in the Rom

Administrative influence in the Rom area is of two types: direct and indirect.

Direct influence has been the result of sporadic patrolling activity. Three patrols have visited the area since the war. The first of these, led by Mr P.O. Earle operated as far north as the headwaters of the Taup and Awut rivers. It is difficult at this time to establish exactly the route taken but it appears to have taken the party through KASAWE country which has escaped any further attention until the present patrol visited (twice) DERONGGO village. Mr Earle found the people virtually unaffected by outside contact, unco-operative and apparently engaged in intergroup warfare.

The second patrol to the area took place in 1953. Mr. P.O. Skins proceeded from Koromgo, the northernmost Ninggirum village, up the right bank of the Tarim and thence across to the site of the present village of Kungit and south to Amare.

The third patrol, in November 1954, was the so-called "Star Mountains Patrol", led by Mr ADO Kent. This patrol struck across from the Ok Tedi to Amare through Oktemga, Ameka and Wandop homesteads and thence north to Amare, east through Kataupka country and to the Alice. The people, though they had changed little, were apparently friendly. Kent reported that "inter-tribal warfare appears to be almost non-existent." (Introduction) The natives were however, sufficiently dubious of the patrol's intentions to hide from them the most direct route into the FAIWOIMIN country, which they only reached after turning SE from Kakewokgorokimok to the Alice and thence north. In fact, the Kataupka of Kakewokgorokimok and even one or two Kativa have trading contacts with the FAIWOIME (whom they know as Ka-Dyangan) and speak their language with apparent fluency.

During this period other patrols (e.g., one by Mr P.O. Baker) operated into the Ninggirum area. This patrolling activity must be accounted as one of the numerous indirect influences which were currently at work on the Rom. Dutch patrolling activity too must not be overlooked. The Tutaman people in MNG (west of the Kativa) were organised into villages by the time this patrol arrived in the area. A number of people from hamlets close to the Tarim have found their way into N.N.G. villages.

In fact, the gradual movement of goods and ideas from their southern neighbours, especially the Ninggirum, must be accounted at least as important in its effect on the Rom as direct government patrolling. As is well known, this Ninggirum group, which straddles the MNG-Papua border has been the subject of patrolling from both sides for years. Numbers of natives have been away from

their homes to work. The impression gained is that this has been more so in NNG than on our side of the border, where trade goods are relatively scarce and Motu is understood little or not at all. The Ninggirum act as middlemen to the other Rom groups, supplying them with steel and other trade in return for such things as native tobacco. Both groups are nowadays on a very friendly footing and Ninggirum travel freely and fearlessly throughout the area. Marriages between the southern group and other Rom people are not uncommon. Though much of the trade involved is of NNG origin, the fact that some Ninggirum have worked for Australasian Petroleum and as carriers has meant that a certain amount of trade has also become available from Papua. Trade goods also filter through from the Yunggam area which has been much more exposed to APC recruiting than has the relatively isolated north.

Under instructions from Netherlands and Australian patrols, the Ninggirum have long since combined into villages, cleared tracks and built rest houses. All this has not escaped the notice of the Rom, as will be seen in the section on housing.

Population of the Rom Area

A headcount of all people met was carried out. If this is any indication - it must be admitted that very many natives were not seen - the total population of the area bounded on the north and south by the route taken by the Star Mountains Patrol, to the west by the N.N.G. border and to the east by the course of the Alice River, could not possibly exceed 2000. It is in all likelihood considerably less.

The numbers counted for particular villages or prospective villages are as follows:

TAWONAM	58
KARAPKUN	17
KATUNGIM	69
KUNGET	56 (approx)
DERORNGOO	71 (approx)
ANINGOL	73
DUOMBONGKIM	59
MOMBOVARAVAM	102
KWAN-GOTINKUI	85
BIRIPKAUF	41
T o t a l	685

Allowing 30% for people not seen or whose names were forgotten, the total population of the area traversed would be 750, to which must be added the unknown Kataupka population (probab

not over 200) which was not seen by this patrol. There may, of course, be groups whose existence was for some reason or other not reported to the patrol. South of the patrol route there is an uncontacted pocket of population, the HEGEM group, between the MONCA and the ALICE rivers. This revised estimate calls for drastic revision of claims for a total population in the area of six or seven thousand. Only a complete census, which can be carried out as soon as villages are built and reasonable tracks cleared, will establish the real position.

Development of villages.

Indirect administrative influence manifests itself most clearly in the development of villages. The northernmost village of the Ninggirum area, KOROMGO, was apparently visited only once in recent years -- by Mr PO Hoskins in 1953. It then consisted of a single homestead. Though KOROMGO has since been unvisited, they now have six houses and a half-finished police barracks standing in the village. Similar development is apparent in the KATIVA area: TAWONAM has four houses and a barracks standing; the KATUMGIM people have cleared a village site; and at KUMGIT a rest house -- perhaps the most northerly resthouse in Papua -- had been built just before our arrival. The MENKA group, east of the Ninggirum village of BWAKJM, have progressed even further though they have not been visited for at least six years, if at all. Three relatively large villages, GWAKUI, WUWUNGO, WOGAM, have been formed quite spontaneously. GWAKUI, situated on an elevated ridge commanding a breath-taking view of the flat lands of the Fly Embayment to the south and the Hindenburgs and Star Mountains to the North, is an excellent village site. In all cases, instructions were issued to ensure that adequate housing was built in the villages themselves.

The OK TEDI or ALICE River NINGGIRUM, who have also been left pretty much alone have also built rest houses on the pattern of those seen in neighbouring AWIN and NINGGIRUM villages. AT DARIGYONGTO instructions were given for an early start on village housing. These people are not strangers to Europeans though they are rarely visited. Some of the males had worked for APC.

In the more isolated areas, however, nothing had been achieved up to the time of the patrol's visit. All groups were instructed to form villages similar to those they have seen in the Ninggirum. There is little doubt that they will do so - in fact some progress had been achieved before the patrol left the area e. g., at Tinkui and Deronggo. The desirability of building rest houses and police barracks was also stressed.

There is no doubt that some change will have to be made in house style. This is particularly evident in some of the older established Awia villages where, though the use of tree-trunks as foundation posts has been abandoned, houses rarely have really solid foundation posts to replace them. The importance of solid foundations and bracing needs to be stressed everywhere in this area.

At the time of this patrol the following villages in the Ninggirum and N. Rom had rest houses and police barracks:

Village Name	Rest House	Police Barracks
AWUTIT	1	1
TIKAM	1	1
WOMBON	1	1
TENGGIM	1	1
BIKIM	1	1
MINIPON	1	1
HUKIM	1	1
BWAKIM	1	1
DEIKUI	1	1
AMARE	1	1
IRIKUI		1
KOROMGO		1
TAWONAM		1
KUMGIT	1	
GWAKUI	1	Incomplete
WUWUNGGO	1	Incomplete
WOGAM	1	1
YONGTO	1	Incomplete
TI-TAMARO	1	Incomplete

All other villages have no facilities at all at the time of writing.

Border Affairs

Mindiptana continues to act as a magnet for these people. At least seven natives from Wogam alone were absent there when I conducted the census. The reason is not far to seek - Mindiptana provides opportunities for obtaining the trade goods for which the Rom are hungry, whereas Kiunga does not. The village people were warned that in future those who want work should apply first at Kiunga, rather than at Mindiptana. Fortunately, Mr D.R.Jacobs of Oriomo is considering establishing a tradestore at Kiunga shortly. This will be a major step forward for the sub-district insofar as it will at last provide a permanent source of trade and permanent opportunities for getting work on the coast. In my opinion, it is most important that Rom and Ninggirum, all of whom are eager to obtain work, be given the opportunity to get out of the Kiunga Sub-District. Only the establishment of a hospital (another essential service) could equal the importance of the establishment of a permanent store and of regular opportunities to obtain work.

The matter of TARENKO (KARENGKUI) village, brought up at the recent Inggembit meeting was attended to by Mr CPO Pople. The population of this place consists of a few people each from AWUTIT (Papua) and KAPODAM (NMG). The Awutit people were asked to return to their village and word was sent to the Kapodam people to return immediately to their own village in accordance with the wish of the NMG officers.

New Station Site.

In this enormous sub-district, effective administration depends on two factors: improved roads and the development of new patrol posts. The area in question is too vast to be controlled from a single centre without much waste of time.

Messrs Kent and Jacobs, in their Star Mountains Patrol Report, p.27, suggested the possibility of a station site at Kungit village at the junction of the Awut and the Moup (Rap). Such a station could only be served by air - the fast flowing and boulderstrewn AWUT is, of course, quite unsuitable for navigation. As the result of a necessarily cursory inspection these officers suggested the possibility of a strip site at Kungit. After a thorough going inspection of the area, Mr CPO Pople reported that this airstrip site does not appear suitable for the following reasons:

"1) Insufficient length - the longest found being just in excess of 400 yards and for the entire distance there is not sufficient width...in places it is less than 20 yards wide.

"2) This distance is bounded by the Ok Awut on the NE

end and by a hill some 100 to 200 feet high on the other.

"3) Crisscrossed with numerous little gulleys and by two fair sized creeks which are reputedly permanent.

"4) No population in the immediate vicinity..."

This, then, seems to rule out the practical possibility of a new station at Kungit. It is my opinion that the real solution to the problem of administering the border area, lies in the building of a new station, controlled by Kiunga, at the limit of boat navigation on the Alice or, if possible, the Birim. (Dry weather conditions, usually very short-lived, can seriously affect this limit at times; these would be occasions when powered outboards could be profitably employed.) Such a station would administer the Yungum, Ninggirum and Rom areas and would be better situated than Kiunga to investigate the reputedly heavy populations of the Hindenburg Ranges. The population about the station would number five to six thousand.

VILLAGE OFFICIALS

The only village officials appointed during this patrol were Bok-Kabonnan of Wogam, Ninggirum C.S.D. and Tuenmo-Katopnok of Ilakui, Ninggirum C.S.D. Both control larger than average villages, one of them right on the N.N.G. border and rarely visited by patrols. In other villages councillors were elected but the appointment of village constables has been left until village work has progressed a little.

ROADS AND BRIDGES

It is impossible to overstress the importance of good tracks to speedy and efficient administration in this vast sub-district, where the most outlying controlled village is six hard days' walk from the station and large uncontrolled populations are appreciably further. Some start has been made by the village people themselves in the area patrolled. Some 50% of the AMARE/TAWONAM track was found cleared and appreciable stretches of track north as far as KUMGIT were also complete. The tracks between the Ameka villages (Gwakui, Wogam, Wuwuggo) were also almost finished but instructions were given for a track to be cleared from Gwakui to Bwakim so as to provide a direct link with the main Ninggirum villages. Part of the track connecting Yongto and Ti-Tamaro was cleared. The village people were told to finish this and also to clear a track through to the nearest Awin village, about two hours' walk away.

The development of a road-system radiating from Kiunga would be a positive step towards the development of the Sub-District. Two roads might be built: one running from Kiunga to the Awin village of Ihore with branches to Hawenai and to Runginae Mission; the other from Konkonda across to the Alice River at Konkonda and thence upstream as far as Garandimok. The greatest problem to be faced would be the numerous creeks and swampy patches. Save in the case of streams such as the Ok Mat and the Alice and others of comparable size, this problem could be met. It would be difficult to make such roads good enough for vehicular traffic but they would be invaluable in that they would cut patrol walking times and greatly facilitate the movement of natives to Kiunga for courts, medical attention, etc.

The following times over cleared tracks may be helpful to future patrols:

AMARE to IRIMKUI	1 hr	50 mins (plus crossing of Ok Tarim)
IRIMKUI to KOROMGO	1 hr	35 mins
TAWONAM to TINKUI	1 hr	45 mins
TINKUI to AMARE		50 mins
GWAKUI to WUWUNGO		50 mins
WUWUNGO to WOGAM		45 mins

MEDICAL AND HEALTH

NMO Sibira accompanied the patrol. As he was mainly engaged in attending to patrol personnel, no statistics are appended for the Dept of Public Health.