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STATION: Kandrian.

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Papua New Guinea Patrol Reports

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PATROL REPORTS NEW BRITAIN DISTRICT 1959/60

KANDRIAN

<u>Patrol No.</u>	<u>Officer Conducting Patrol.</u>	<u>Area Patrolled.</u>
10-59/60	C.T.Campbell	Kandrian airstrip read

67-10-7

13th October, 1960.

The District Officer,
New Britain District,
NABAU.

PATROL REPORT KANDHIAN NO. 10 OF 1959-60.

Thank you for the above report. The delay in acknowledging its receipt is regretted.

This is quite a good effort for a first report and I am sure that the Assistant District Officer's discussions with Mr. Campbell regarding faults in typing and presentation will assist him in the compiling of future reports.

(J.K. McCarthy) *JK*
Acting Director

67-10-17. ✓

Elsewhere I have advised you that I am sending you an Abney level to help locate alternative routes so that no road in your Sub-District has more than a maximum 1 in 10 grade.

Please inform Mr. Campbell that this was a very good first attempt.



(F. P. Kaad),
District Officer.

c.c. The Director,
Department of Native Affairs,
RAWEDOBU, Papua.

For your information please. I understand that the prohibition on employment of Passismanua men will be gazetted within two weeks.

F. P. Kaad
(F. P. Kaad),
District Officer.

67-4-1

District Office,
Rabaul.

22nd August, 1960.

The Assistant District Officer,
Sub District Office,
KANDEIAN.

10
Patrol Report Kandrian - ~~22~~ of 59/60.

I am not familiar with the details of the sexual relations case mentioned in the entry of 2nd June, but I sometimes wonder, where there is a grave doubt as to conviction, whether it is not better to put a defendant on a lesser charge which will be certain to succeed. This would apply especially in less sophisticated areas, but nevertheless should be borne in mind in this District.

On the Wednesday 11th ^{May} ~~June~~ entry I note that the term "meri" has been used instead of "woman". Pidgin terms should be used only where the English equivalent would fail to convey the required meaning, and then should be used with quotation marks.

On Thursday 23rd, a tultul Pomolo is praised for locating a bridge site - I presume that he was given a decent reward and not merely a couple of sticks of tobacco.

In the Section dealing with the Inland Passismanua road, I notice that Constable Muba was supervising; I presume that this was because of his technical knowledge of road-building. I know that there is no suggestion of coercion in this case but remind Mr. Campbell that where such a detail is mentioned then a short further explanation is required.

Similarly, in para 3 of page 8, I think that "advice" would have been a better term than "supervision".

The matter of restrictions upon recruitment in the Passismanua has been taken up with our Headquarters 3 times since November, 1959, and I am again drawing it to the Director's attention.

Where credit is found to be used extensively in an area it is usually because it is an integral part of the social pattern, in which case the answer lies not so much in any particular person or group but in an amendment of social customs - an entirely different problem. I would like Mr. Campbell to go into this matter further and determine if credit is relatively new (or perhaps wholesale extension is) and, in any case discuss what steps he thinks should and can be taken to overcome this problem.

The location of a bridge site over the ALIMBIT River is a major breakthrough and your plans for road extension to the PULIE can now be implemented. The Regional Works Manager is sending you a 65 foot span steel bridge for this project, which will be supervised by a European road overseer. The bridge will carry 8 tons and is now being trial assembled in Rabaul prior to dismantling and shipping. I can make no promises but I am confident that you will obtain the £2,000 you require this financial year; in fact I hope that it will be substantially more.

INLAND PASSISMAWUA ROAD

P/R KAN 10 60/61

Mr. Campbell's map clearly shows the work completed, work proceeding and work proposed. I am pleased that we submit an immediate request for £2,000 for inclusion in the original proposals were not included in the Programme for this year. It is most essential that the project be commenced. The project may be in any point is that it be continuous.

Sub-District Office,
KANDRIAN.

3rd August, 1960.

The District Officer,
R A B A U L.

If I can be given £2,000 this financial year and funds in successive SPECIAL PATROL - ROAD WORK PASSISMAWUA. rate and the interest and enthusiasm of the people not so apparent, will be maintained.

I am forwarding herewith Mr. Cadet Patrol Officer Campbell's report of his special patrol of the inland KANDRIAN area. The patrol was for the purpose of organising road work in the area.

The report is Mr. Campbell's first and, as he is a complete novice in typing, the actual report leaves much to be desired. The various faults of presentation have been discussed with him. However, I am pleased to be able to report that Mr Campbell went about the patrol in a most business-like and efficient manner and very rapidly won the full confidence and co-operation of the people.

On the report I offer the following comments:-

DIARY: The reporting officer's comments upon villages of the area reflect the general pattern of behaviour in this area. I have listed Entry of 2nd June: The offending father-in-law has been committed to the Supreme Court on a charge of rape. A conviction is somewhat doubtful.

Entry 3rd June: A more suitable site was found later.

Entry 24th June: The SANURING people are responsible for a section of the road linking the village with the station. The HURKUMBU - MIHAK section is not one normally travelled by patrols.

KANDRIAN AIRSTRIP ROAD:

My original estimate of the cost of this project was £2,500 - my memorandum 9-5-4:253 of the 12th December, 1959, to the District Commissioner refers. Work carried out under Mr Campbell's direction confirms this amount. While a good job was achieved with the funds available, the crowns of several hills must be cut down to depths of six feet and several depressions filled with the spoil. This work is required to eliminate steep rises and falls and to allow conventional vehicles to use the road.

The rainfall during July (54 inches) has proved that the road must be surfaced with coronous. Traffic necessary to the current work on the airstrip has damaged the surface and, as discussed with you by radio, this work is now progressing.

Explosives are on order with the Department of Public Works and are urgently required.

CONTD

-2-

INLAND PASSISMANUA ROAD:

Mr. Campbell's map clearly shows the work completed, work proceeding and work proposed. I would suggest that we submit an immediate request for funds for new roads totalling £2,000 for inclusion in the supplementary estimates if my original proposals were not included in the Work's Programme for this year. It is most essential that work continue now that the project has been commenced. The project may be in easy stages - the important point is that it be continuous.

If I can be given £2,000 this financial year and funds in successive years, work will proceed at a reasonable rate and the interest and enthusiasm of the people now so apparent, will be maintained. With £2,000 this year I will be able to reach the ALIMBIT River - tools now being employed on this section will then be transferred to the GINESELING - LAPALAM section. Work beyond this stage will depend upon the decision regarding the ALIMBIT bridge. The site finally selected by Mr. Campbell is undoubtedly the best available and, to my layman's mind, provides a comparatively easy crossing.

Could Mr. Campbell's remarks and his sketch of the cross-section of the river be submitted to the Regional Works Manager for his comments please?

VILLAGES:

The reporting officer's comments upon villages of the area only reflect the general pattern of behaviour in this area. I have listed this matter for discussion with you on your forthcoming visit.

NATIVE AFFAIRS:

The matter of over-recruitment has, of course, filled many pages of correspondence already. I am at a complete loss to understand the failure to gazette restrictions upon recruitment in the PASSISMANUA. Certainly my position here is being undermined by the failure to impose restrictions. The Native leaders and the women have asked that they be imposed and there is overwhelming proof that restrictions are necessary. When I first recommended that restrictions be imposed, I had observed no breakdown in moral behaviour but such behaviour was inevitable and is now confirmed. There has been no improvement in the labour position.

IN GENERAL:

I regret the delay in submission of this report. Immediately the patrol was concluded, I required Mr. Campbell to commence organising work on the KANDRIAN airstrip. I could not ask him to do extra work as he was fully engaged in the submission of ASOPA assignments as well as his Dip. PA studies. The report has been in my possession some days.

to various villages that agree to cooperate.
No pressure is to be brought to the people
but it is confidently expected that they will fully
co-operate with you on the road project.
Any strengthening of the role of (C. Fleay) of
such village assistants. Assistant District Officer
the Administration of the area.

Keep me fully informed as you proceed but you may
leave and go from KANDRIAN as you wish.

SPECIAL PATROL

-2-

Pay attention to general Native administration as your patrol proceeds.

Please ensure that your contract workers who perform a reasonable amount of work receive at least the basic pay they would receive under the Native Ordinance bearing in mind that they receive no insurances, or accommodation. Do not become alarmed if the workers receive in excess of this amount under the 'mark' system I expect to be the case.

P/R KAN 10
59/60

Sub-District Office,
KANDRIAN.

2nd March, 1960,

Mr. C.T. Campbell C.P.O.
KANDRIAN.

Yours faithfully,

Dear Sir,

SPECIAL PATROL - ROAD WORK PASSISMANUA

As discussed verbally please prepare to commence a special patrol of a section of the PASSISMANUA and GIMI-RAUTO for the purpose of commencing the construction of a road opening up the inland area of KANDRIAN and to reroute a section of the KANDRIAN airstrip road.

At the moment funds are not available but proceed on the assumption that up to \$4,000 will be available in a few weeks. The completion of the airstrip road is to be given priority.

Proceed in the following stages:-

- (a) Leave as early as possible for the inland area and plan the exact route - from my own patrolling I know a road is possible but efficient siting has yet to be planned.
- (b) Endeavour to win the co-operation of the people and make preliminary plans so that work will start immediately funds become available. It will be essential that funds be spent by late May.
- (c) When money is allocated, prepare contracts with local leaders and commence work both on the airstrip road and the road branching from the airstrip and leading to SEILWA, ALIWA and POMUGU. From POMUGU the route is indefinite and depends upon your findings but should ultimately reach the ALIMBIT RIVER covering as large a population as possible.
- (d) Supervise work on the road and arrange payments to contractors.
- (e) Endeavour to find a suitable crossing of the ALIMBIT which will allow the most economical construction of a bridge. The road will then be able to be routed right to the PULIE RIVER.
- (f) On the completion of work allowed by the allocation of funds, distribute road making implements to various villages that agree to co-operate. No pressure is to be brought to bare on the people but it is confidently expected that they will fully co-operate with you on this vital project. Any stretches of road outside of the scope of such village assistance will be constructed by the Administration as funds become available.

Keep me fully informed as you proceed but you may come and go from KANDRIAN as you wish.

SPECIAL PATROL

TERRITORY OF PAPUA AND NEW GUINEA

-2-

SPECIAL PATROL REPORT NUMBER 141-52/42
Pay attention to general Native administration
as your patrol proceeds.

Please ensure that your contract workers who perform a reasonable amount of work receive at least the basic pay they would receive under the Native Labour Ordinance bearing in mind that they receive no issues, rations or accommodation. Do not become alarmed if the workers receive in excess of this amount. As you will be working under the 'mark' system I expect that this will generally be the case.

No. of Days: 88.

Yours faithfully,

Personnel Accompanying:

R. No.	3007 B	Const.	MEM
	3427	"	"
	8297	"	"
	10619	"	"




(C. Fleay)

Assistant District Officer

Objects of Patrol:

1. Re-route Kandrian Airstrip Road.
2. Site and commence work on the inland Kandrian road.
3. Routine Administration.



G. F. Campbell,
Cadet Patrol Officer.

TERRITORY OF PAPUA AND NEW GUINEA.

SPECIAL PATROL REPORT NUMBER KAN 10-59/60

Submitted by

C.T.Campbell, Cadet Patrol Officer

Duration of Patrol: 4th. March to 25th. June, 1960.

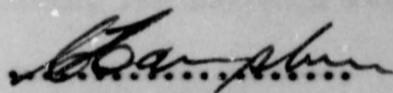
No. of Days: 88.

Personnel Accompanying:

R. No. 5007 B	Const. MUBA
3427	" TINIMBU
8297	" AHARE
10619	" BANAS

Objects of Patrol:

1. Reroute Kandrian Airstrip Road.
2. Site and commence work on the inland Kandrian road.
3. Routine Administration.



C.T.Campbell,
Cadet Patrol Officer.

TERRITORY OF PAPUA AND NEW GUINEA.

SPECIAL PATROL REPORT NUMBER KAN IC-59/60.

INTRODUCTION.

This special report covers several tasks -

- A. The rerouting of a section of the Kandrian Airstrip road,
- B. The siting of a vehicular road to serve the inland Kandrian area, and the construction of this road as funds become available,
- C. Routine administration.

DIARY.

Friday, 4th March, 1960.

Left Kandrian and proceeded to SEILWA, thence to ALIWO and POMUGU. Inspected the existing road taking note of all sections effected by water action during the last SE season.

Saturday, 5th.

To LAPALAM and return to POMUGU. Inspected road as above.

Sunday, 6th.

Observed at POMUGU.

Monday, 7th.

To LAPALAM. Inspected several alternative routes for the proposed road as much of the existing route is cut by water in the SE season, and would require extensive use of culverts and minor bridge-works.

Tuesday, 8th.

Spent between LAPALAM and POMUGU, looking for suitable road site. No favourable site found.

Wednesday, 9th.

Spent day locating suitable bridge site to Nth. of ALIWO. In the NE season there is no water above ground level; however in the SE season the present road is broken by a stretch of water 10 feet deep in the centre and approximately 150 feet wide. A suitable site was found, requiring a 95 foot bridge.

Thursday, 10th.

POMUGU to ALIWO, thence to SEILWA. No difficulty in this section of the road.

Friday, 11th.

SEILWA to KANDRIAN. A large section of the road between SEILWA and the Kandrian Airstrip road is too steep. A more suitable site was located.

Saturday, 12th.

Commence clearing between old Airstrip road and the SEILWA track, also commence clearing of the rerouted section of the airstrip road.

Sunday, 13th.

Observed at Kandrian.

Monday, 14th.

Continue clearing work on both roads - clearing between old airstrip road and SEILWA track completed.

(2)

Tuesday, 15th March, 1960.

Continue clearing of road site between old airstrip road and SEILWA, work proceeding from both directions.
Continue clearing of rerouted section of airstrip road.

Wednesday, 16th.

Contracts given to new line of 40. Work inspected to SEILWA.
Sleep at SEILWA.

Thursday, 17th.

Inspected work on airstrip road and SEILWA road. Pegged first section of the SEILWA road and gave contracts for construction of same. Sleep at SEILWA.

Friday, 18th.

Pegged first section of the rerouted airstrip road, and gave contracts for construction of same. Supervised work on all contracts. Sleep at SEILWA.

Saturday, 19th.

Inspect all completed contracts and pay same.

Sunday, 20th.

Observed at Kandrian.

Monday, 21st.

Supervise all work.

Tuesday, 22nd.

Supervise work - initial clearing completed to SEILWA. Sleep at SEILWA.

Wednesday, 23rd.

Supervise road work. To IUMIELD KM and thence to Kvila stand to arrange contracts for supply of timber for bridging.

Thursday, 24th.

Clearing of airstrip road completed. Inspect work to SEILWA, sleep SEILWA.

Friday, 25th.

Supervise work and prepare new contracts.

Saturday, 26th.

Inspect completed contracts and pay for same.

Sunday, 27th.

Observed at Kandrian.

Monday, 28th.

Prepare list of materials required for roads and bridges.
Inspect work to SEILWA, sleep SEILWA.

Tuesday, 29th.

Heavy rain in morning. Received report of suspicious drowning at ARHI, and sent Const. KADA to investigate. Inspected road-work in afternoon, sleep SEILWA.

Wednesday, 30th.

SEILWA to Kandrian. Inspect work on airstrip road.

Thursday, 31st.

Const. KADA returned from ARHI with several parties interested in the drowning. The initial story of suspicious circumstances was not substantiated. Marked a mile of the road between completed section and SEILWA.

Friday, 1st April.

Completed marking of road to SEILWA. Inspected work on airstrip road.

(3)

Saturday, 2nd April, 1960.
Pay all completed contracts.

Sunday, 3rd.
Observed at Kandrian.

Monday, 4th to Friday, 8th.
Accompanied A.D.O. on tax collection patrol of the Kandrian Census Division.

Saturday, 9th.
Prepare contracts and inspect work on roads.

Sunday, 10th.
Inspect road and pay contracts.

Monday, 11th.
Explain new contracts.

Tuesday, 12th.
Inspect work on airstrip road. Leave Kandrian 1000hrs, proceed SEILWA, ALIWO and arrive POMUGU at 1500hrs - slow trip due to heavy rain.

Wednesday, 13th.
Left POMUGU and proceeded by native track to MIPOLOK, thence to ANGELEK, SENEMSI, NAMAKLONGKLONG and MAKLONGMERANG. The road from ANGELEK through to MAKLONGMERANG is quite good, and requires little more than widening and some minor bridge-work. The native track between POMUGU and ANGELEK is too mountainous; however further investigation should reveal a relatively flat road-site. Returned to POMUGU.

Thursday, 14th.
Inspected work on way back to Kandrian.

Friday, 15th.
Observed at Kandrian.

Saturday, 16th.
Inspect airstrip road and pay completed contracts.

Sunday, 17th.
Observed at Kandrian.

Monday, 18th.
Observed at Kandrian.

Tuesday, 19th.
Leave for SEILWAX, and explain new contracts enroute.

Wednesday, 20th.
Supervise work between SEILWA and ALIWO, sleep at SEILWA.

Thursday, 21st.
Supervise work on road between Kandrian and ALIWO, sleep SEILWA.

Friday, 22nd.
To ALIWO, thence to WOLWOL, POIHNING, and return to SEILWA. The road from ALIWO to POIHNING is very poor, and would require almost complete rerouting. The village of POIHNING has been moved to the old site of WOLWOL, about 35 mins. from ALIWO.

Saturday, 23rd.
To Kandrian. Inspect all completed contracts and pay same.

Sunday, 24th.
Observed at Kandrian.

(4)

KAN

Monday, 25th April, 1960.

Observed.

Tuesday, 26th.

To SEILWA and ALIWO to arrange new contracts. Return to Kandrian.

Wednesday, 27th.

To SEILWA, ALIWO and return to Kandrian - supervise work.

Thursday, 28th.

Supervise work.

Friday, 29th.

Inspect all completed contracts.

Saturday, 30th.

Pay all completed contracts.

Sunday, 1st May, 1960.

Observed at Kandrian.

Monday, 2nd to Friday, 6th.

Accompanied A.D.O. on tax collection patrol of the Kandrian Census Division.

Saturday, 7th.

Inspect and pay completed contracts.

Sunday, 8th.

Observed at Kandrian.

Monday, 9th.

Inspect road-work.

Tuesday, 10th.

Blasting rock on the airstrip road with Mr. J.Allan of Ablingi Plantation.

Wednesday, 11th.

X Kandrian to SEILWA, to ALIWO, to POMUGU, to ANGELEK, to SENEMSI, to NAMAKLONGELONG, to MAKLONGMERANG. Settled dispute over a meri, and sent a court case to Kandrian.

Thursday, 12th.

MAKLONGMERANG to GINESILING, to ADUAP, to ANGAU. Old site of GINESILING not visited as the village has moved to a new site near the Anglican Mission School, close to the Alimbit River. The new houses were well constructed for this area, and the villagers had cleared a new road site to the new village.

Friday, 13th.

ANGAU to GISAMOLA, to LAKUNGKUNG, to SIMIMLA, to TENHANG, to AMAUM, thence by bush track to AKA, thence to LAPALAM, to POMUGU, to ALIWO, to SEILWA, to Kandrian. The section of road travelled on this walk between MAKLONGMERANG and POMUGU is not well formed, and will require much work to bring it up to vehicular standard. A new site is being cleared between AMAUM and AKA, as the present road from AU to AKA is very mountainous.

Saturday, 14th.

Inspected roads and paid contracts.

Sunday, 15th.

Observed at Kandrian.

(5)

Monday, 16th May, 1960 to Saturday, 21st May, 1960.
Accompanied A.D.O. on tax collection patrol of the Kandrian Census Division.

Sunday, 22nd.
Observed at Kandrian.

Monday, 23rd.
Supervised work on roads.

Tuesday, 24th. and Wednesday, 25th.
At kandrian, preparing to patrol.

Thursday, 26th.
Left Kandrian and proceeded to IUMIELO and MEUNG, inspecting road. Accompanied by Mr. J.E. McAuley, Co-operative Officer.

Friday, 27th.
To AULO, AMGORENG, BUPUN, OKUR, WASUM, SAPULO, SARA. Inspected roads.

Saturday, 28th.
To MURIEN, thence to DEMGALU. The roads ~~xxx~~ for which the people of SARA, MURIEN and DEMGALU are responsible were in a very bad condition, and men from these three villages were sent to Kandrian for court action under N.A.R.O's.

Sunday, 29th.
To Arawe Plantation by tractor, and thence to PILILO Is. by ~~xxxxxx~~ Plantation work-boat.

Monday, 30th.
To Arawe Plantation for radio conversation between A.D.O. and Mr. McAuley, thence to Kumbun Is. by canoe. Poison allegation looked into, but left for the A.D.O. to settle when he comes here for the opening of the PILILO and KUMBUN Co-operative stores.

Tuesday, 31st.
To the Sugil River per 'PAM'.

Wednesday, 1st June.
To URIN by canoe. Pig dispute between WAKO and URIN settled.

Thursday, 2nd.
To SUBDIDI, TEKARAPNA, PAUNG, LUALU and IPUK. The road is very satisfactorily sited, and the local people are willing to do the necessary work to make it suitable for vehicular traffic. In addition to this work, some minor bridging will have to be undertaken. ~~xxxxxxxxxxxx~~ Complaint of sexual relations between *a native woman* and father-in-law heard. Parties to accompany to Kandrian.

Friday, 3rd.
To GIRING and ESLI. A bridge of approximately 130 feet will be required over the ANU River before the road from there on to URIN can be made passable to vehicles. The road between IPUK and ESLI is generally good, and can be brought up to scratch by the villagers, who are willing to do the necessary work.

Saturday, 4th.
To MOJUPUN, SELENG and MOLO. Roads can be widened by the local villagers; some minor bridge-work necessary.

Sunday, 5th.
Observed at MOLO.

Monday, 6th.
To AUTE, ASLINGPUN, MAKLONGMERANG, NAMOKLONGKLONG, SENEMSI, ANGELEK, POMUGU, ALIWO, SEILWA, and thence to Kandrian. A case of alleged adultery to accompany patrol to Kandrian. Bridge site over the ALIMBIT River is suitable for a suspension type bridge only.

(6)

Monday, 6th June (cont.)
and is approximately 180 feet in length.

Tuesday, 7th to Thursday, 16th.
Spent at Kandrian.

Friday, 17th.
Kandrian to POMUGU. Rain prevented further progress.

Saturday, 18th.
Heavy rain continues - road to ANGELEK impassable, due to rise of the AXE River, a tributary of the ALIMBIT.

Sunday, 19th.
Bridging of the AXE completed.
AKISS

Monday, 20th.
To MAKLONGMERANG to endeavour to locate suitable bridge site across the ALIMBIT.

Tuesday, 21st.
Several bridge sites inspected - none suitable for conventional type of bridge.

Wednesday, 22nd.
Favourable site found near GINESILING. See Appendix. *Map p. 10*

Thursday, 23rd.
To AIWO, BOKHAINAN, LAKUNGKUNG, SEMIMLA, TINHANG, AU, AMAUM and AKA. POMOLO, Tultul of AIWO, was the person responsible for IM the location of the new bridge site, and was very helpful indeed in providing food for the police and carriers accompanying the patrol. The original village of AIWO has split. ~~Now~~ The Luluai is at NAMA KLONGLONG with part of the village, and the remainder, apart from POMOLO and his family, is at the old site of BOKHAINAN. The people at BOKHAINAN have been persuaded to return to AIWO, after their disagreement with POMOLO was righted.

Friday, 24th.
To HURKUMBU, thence to SANURING (MIHAK). The road here IM follows the path of a stream, and in wet weather is impassable. When roads were made in the inland Kandrian area, this area was neglected, for reasons unknown to the writer, and there appears to have been no activity in this direction since.

Saturday, 25th.
To NGALA, WOIWOL, ALIWO, SEILWA, and thence to Kandrian. The road between SANURING and ALIWO is the same as that from AKA to SANURING. A marriage payment dispute was settled at NGALA.

End of Patrol

Chaplin

A. Perouting of Kandrian Airstrip Road.

A section of the Kandrian Airstrip/^{road} was situated such that the grades were excessive, and this section was re-located to the West of its previous site. The land traversed by the new section is of loam, and coronous outcrops occur frequently. Also, the area is cut by gullies and this made necessary the use of many culverts. The new section of road is approximately $1\frac{1}{4}$ miles in length.

Contracts ~~WERE~~ were let to native leaders for the necessary clearing and for the actual construction of the road except for the concrete culverts. The total value of these contracts was £777/10/-, and the contracts were calculated such that the workers involved received at least £2 per week. In many instances the weekly earnings were in excess of this amount.

The road was constructed from the existing soil and the coronous available on the site. This surface should prove satisfactory for the limited amount of traffic expected after the completion of the airstrip, but a coronous surface would make the road much more servicable. Such a surface could be constructed by the contract method for approximately £350, provided the Administration provides transport for the coronous.

Hand tools proved insufficient for the levelling of the coronous outcrops in some cases, and explosives were employed. However the supply of explosives has to date been insufficient, and this has resulted in sections of the road being damaged by the heavy rains being experienced h at Kandrian at the present.

The Administration has completed the installation of the concrete pipe culverts mentioned above.

The road is at present approximately 90% complete.

B. Inland Passismanua Road.

The country through which the road was to be sited is limestone with coronous outcrops and covered with a clay-loam sub soil and a top soil of between 6 inches and one foot. Much of the area is covered with stands of 'taun' which represent a very real obstacle to clearing.

Between Kandrian and POMUGU (see attached map) there is an initial very sharp rise to 350 feet to the site of the airstrip, and then the country becomes less mountainous although there are still some fairly steep sections to be traversed. The country is subject to flooding and the writer has walked over the road between ALIWO and POMUGU on one afternoon when there was no sign of water on the road. On the following morning the writer found the road flooded to a depth of approximately fourteen feet over an area including over 150 feet of the road.

At the onset of the 'wet' work on this road becomes too difficult and must await the cessation of the rains.

Contracts were let to native leaders in the same way as above. In all £1307 was paid out for clearing and construction by the contract system. At the completion of work, the road had been completed to SEILWA, and 75% completed to ALIWO. Clearing has been completed to ALIWO.

BRIDGE SITE OVER THE ALIMBIT RIVER.

(Inland Passismanua Road contd.)

river is situated close to the village of ... is a native constructed cane suspension bridge. The length of the present bridge is in excess of 100 feet, and the site is not favourable to the ... There was not a road between POMUGU and ANGELEK previously, but it can be seen from the map that this route

is a much shorter one than the previous route to the ALIMBIT via LAPALAM, AKA, AU and on to ANGAU, ADUAP, GINESILING and finally to MAKLONGMERANG. In addition the route via LAPALAM is a very difficult one and would require much more work to be done by the Administration than the route via POMUGU and ANGELEK.

The first section of road to be completed will be that from ALIWO to GINESILING as shown on the map. GINESILING has been chosen in preference to the previous bridge site of MAKLONGMERANG for reasons listed below.

The section of road which lies between POMUGU and MIPOLOK will have to be constructed by the contract method as there are not enough natives in the area to do the work necessary. The writer estimates that the cost of this section of road will be approximately £1500 to £1800. This takes into account the fact that the natives have already cleared the route to a width of five to seven yards.

Once this section has been completed there is no problem envisaged in completing the road through to the bridge site on the ALIMBIT River, as the natives have already commenced the necessary work and are keen to have the road through to the river.

At the completion of the contract work the implements were issued to villages along the route - taking into consideration the relative size of each village - and work is progressing satisfactorily under the able supervision of Const. MUBA.

Future Proposals for extension of the Kandrian Road.

The work mentioned above is only the initial stage of this work. The other stages - in order of importance - are as follows:-

1. The construction of a bridge over the ALIMBIT River (see below),
2. Continuation of the road through to URIN on the Arawe side of the Routu census division, thus opening up the Gimi and the Routu divisions. The building of this road would not present great difficulties as the land is mostly undulating where the road is sited at present and the density of population - plus the willingness of the people to co-operate in the work - means that the Administration would have no costs other than the bridge work, the provision of tools and the time of one officer to supervise the work.
3. Continuation of the road from GINESILING to POMUGU via ANGAU and LAPALAM,
4. Construction of the loop from AKA to ALIWO via NGALA.

BRIDGE SITE OVER THE ALIMBIT RIVER.

The present bridge over this river is situated close to the village of MAKLONGMERANG and is a native constructed cane suspension bridge. The length of the present bridge is in excess of 150 feet, and the site is not favourable to the construction of a permanent bridge because of the almost sheer drop to the present site and also the consideration that a permanent bridge would have to be considerably longer than the present temporary structure.

Considerable difficulty was experienced in locating a suitable site but eventually one was found; a site far better than the writer had hoped to find. The site chosen is reported to be the old site of a bridge used before the present bridge at XXX MAKLONGMERANG was constructed. The attached sketch shows the main features of this site, and it will be noticed that the Western bank protrudes well into the river. This formation appears to be unique in the area.

A At the time the writer inspected the site the river was by no means at flood level, and the sides of both banks - between the present water level and the maximum level - were seen to contain large boulders of limestone or some very similar rock. The maximum length for the central span of a bridge on this site would be 50 feet. The approaches on both sides would also be approximately 50 feet long.

The proposed road between GINESILING and ASLINGPUN which is shown on the map does not in fact exist at present. However the writer has seen part of the route and is confident that such a road would not be beyond the powers of the local people to construct. The villagers of GINESILING village are keen on the idea of having a good bridge, and have already cleared a road to the site.

The cost of building a bridge here will depend on the type of bridge to be constructed. The writer suggests that the centre span be of the suspension type, with pylons made from the 'taun' which is available close to the site, and the approaches be of conventional construction. Such a bridge would not cost in excess of £1500, and would be of inestimable value to both the Administration and the inland people of this area.

steel

by ... as much as possible ... for too small, and ... as progressive in the ... foodstuff.

The village of HUALI ... a patrol. However this patrol ... after discussions they ... where a pig dispute was settled. ... reason for deserting the village ... will return to HUALI. It ... all but one family have returned.

Native Affairs.

The patrol was well received ... and received assistance from most ...

XXXXXXXXXXXXXXXXXX

In these villages of the ... that were visited by the patrol ... adversely affected by ... by the patrolling ...

Villages.

LIMETEI, a village not visited by this patrol, was originally part of a village at AI'IUMETEI which split many years ago and formed two separate villages - one village, ~~KSEKX~~ ESLI, is situated close to the original site of AI'IUMETEI, however LIMETEI is situated close to the ANU River, some half hour's canoe trip from WASUM ~~and~~ two hour's walk from ESLI.

This patrol was approached by many of the villagers from LIMETEI, who requested that they be allowed to shift back to the original site of AI'IUMETEI. Their reasons were, firstly, they were not a large village, but were responsible for the maintenance of the aid post at ESLI and the road from ~~KSEKX~~ ESLI to LIMETEI. Secondly, their gardens are spread from LIMETEI to ESLI, the majority being closer to ESLI than to LIMETEI. In addition, it was ascertained that there is a good supply of water close to ESLI. The people were advised to discuss the proposed shift further, and if all were in agreement, then they were to construct good houses and then shift to AI'IUMETEI.

The village of GINESILING has shifted to a new site near the Anglican Mission School ~~near~~ close to the ALIMBIT River. The new village was constructed under the supervision of a policeman on leave, and the housing is good.

The village AIWO was visited by this patrol, and contained but two houses. The only family living in the village was that of the Tultul, POMOLO.

AIWO is situated on an elevated section of ground, and the appears very good as normal staples (viz. taro, yam) are supplemented by corn, extensive planting of bananas, kaukau and some ~~and~~ tomatoes. Also, shade trees have been planted in preparation for coffee planting.

The Lulua of AIWO has moved with part of the original village to NAMAKLONGKLONG, while the remainder were found at the old site of BOKHAININ. These latter were agreeable to returning to AIWO, and the writer has since been informed that they have done so.

The evidently accepted method of lining the AIWO people at NAMAKLONGKLONG has no doubt been a contributing factor in the fragmentation of the village - such fragmentation should be avoided as much as possible in an area where villages are already far too small, and especially of a village which has been so progressive in the planting of other than the usual foodstuff.

The village of HUALIL was deserted when last visited by a patrol. However this patrol contacted the two hatmen and after discussions they accompanied the patrol to NAMAKLONGKLONG where a pig dispute was settled. This dispute was given as the reason for deserting the village and the hatmen agreed that all would return to HUALIL. It has since been reported that all but one family have returned.

Native Affairs.

The patrol was well received in most villages, and received assistance from most hatmen. *Native officials*

~~XXXXXXXXXXXX~~

In those villages of the Passismanua Census Division that were visited by the patrol, all but a few appeared to be adversely affected by over-recruitment. The main affect noticed by the patrolling officer was an evident breakdown in the moral climate of many villages.

(11)

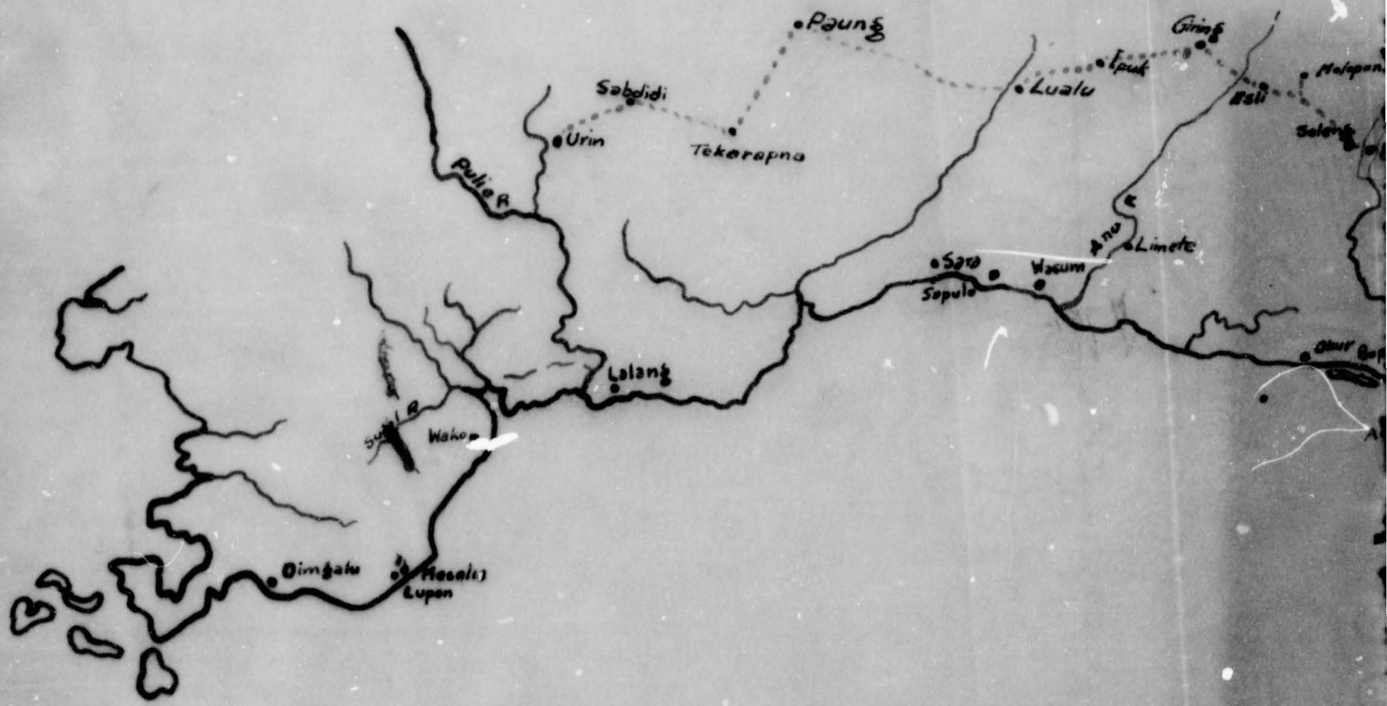
Native Affairs (cont.)

The incidence of newly married ^{Wamai} ~~men~~ being left in the village by their husbands, who had been recruited for work, was large, and in many cases this had resulted in the young wife living quite openly with another man. This would not have been allowed to occur according to traditional laws it is true, but the fact is that these traditional laws are not being applied where there is no "big man", as in many cases there is not, ~~and~~. The situation would not arise if the husbands were at home.

The writer suggests that a vast improvement would ^{result} ~~result~~ in this direction if a limit was placed on the numbers to be absent from each village at any one time. There can be no doubt that such a system, controlled at sub-district level, would be of great benefit to the individual villages and therefore to the area as a whole.

^{Credit}
The "~~sinu~~" system is employed extensively in this area, and the large numbers of "dinaus" settled by this patrol indicates that the village officials are not being made use of by the people in this respect, or else they are not sufficiently powerful to settle the debts. From the writer's ~~XXXXXXXXXXXX~~ observations and discussions in the area it appears that the latter is the case, and could be to a large extent remedied if the people were instructed to make use of their officials in this respect, and if the officials were continually instructed in their duties. Such instruction was furnished by this patrol ~~where~~ where it appeared necessary.

Stamper



KEY - ROADS.

- Completed
- - - - Under construction.
- To be let by contract.
- Future construction.





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contract
uction

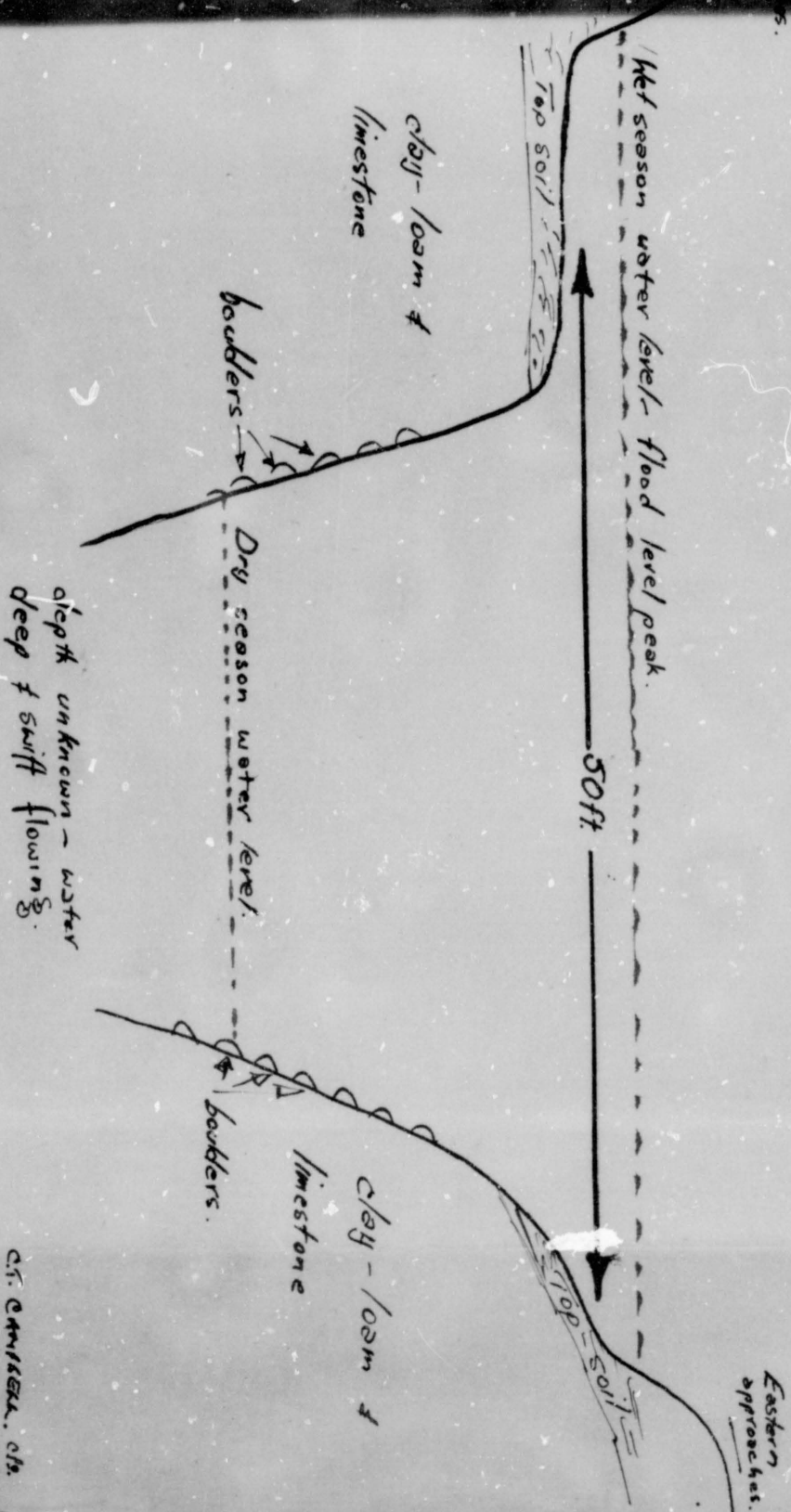
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SCALE: 1" = 400'

C.T. Campbell - C.P.O.

Bridge between 'GINESILING' and 'ASINORUN' - see attached map.

Direction of water flow is Nth. to Sth.
Course of river is straight to north of bridge site.



TERRITORY OF PAPUA AND NEW GUINEA.

REGULAR PATROL REPORT NUMBER KAN 10-59/60

Submitted by

G.T. Campbell, Cadet Patrol Officer

Duration of Patrol: 4th. March to 25th. June, 1960.

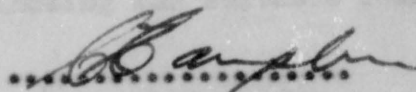
No. of Days: 88.

Personnel Accompanying:

R. No. 5007 B	Const. MURA
3427	" TINIMBU
8297	" AHARE
10519	" BANAS

Objects of Patrol:

1. Reroute Kandrian Airstrip Road.
2. Site and commence work on the inland Kandrian road.
3. Routine Administration.



G.T. Campbell,
Cadet Patrol Officer.

TERRITORY OF PAPUA AND NEW GUINEA.

SPECIAL PATROL REPORT NUMBER KAN 10-59/60.

INTRODUCTION.

This special report covers several tasks -

- A. The rerouting of a section of the Kandrian Airstrip road,
- B. The siting of a vehicular road to serve the inland Kandrian area, and the construction of this road as funds become available,
- C. Routine administration.

DIARY.

Friday, 4th March, 1960.

Left Kandrian and proceeded to SEILWA, thence to ALIWO and POMUGU. Inspected the existing road taking note of all sections affected by water action during the last SE season.

Saturday, 5th.

To LAPALAM and return to POMUGU. Inspected road as above.

Sunday, 6th.

Observed at POMUGU.

Monday, 7th.

To LAPALAM. Inspected several alternative routes for the proposed road as much of the existing route is cut by water in the SE season, and would require extensive use of culverts and minor bridge-works.

Tuesday, 8th.

Spent between LAPALAM and POMUGU, looking for suitable road site. No favourable site found.

Wednesday, 9th.

Spent day locating suitable bridge site to Nth. of ALIWO. In the NE season there is no water above ground level; however in the SE season the present road is broken by a stretch of water 16 feet deep in the centre and approximately 150 feet wide. A suitable site was found, requiring a 95 foot bridge.

Thursday, 10th.

POMUGU to ALIWO, thence to SEILWA. No difficulty in this section of the road.

Friday, 11th.

SEILWA to KANDRIAN. A large section of the road between SEILWA and the Kandrian Airstrip road is too steep. A more suitable site was located.

Saturday, 12th.

Commence clearing between old Airstrip road and the SEILWA track, also commence clearing of the rerouted section of the airstrip road.

Sunday, 13th.

Observed at Kandrian.

Monday, 14th.

Continue clearing work on both roads - clearing between old airstrip road and SEILWA track completed.

(2)

Tuesday, 15th March, 1960.

Continue clearing of road site between old airstrip road and SEILWA, work proceeding from both directions.
Continue clearing of rerouted section of airstrip road.

Wednesday, 16th.

Contracts given to new line of 40. Work inspected to SEILWA.
Sleep at SEILWA.

Thursday, 17th.

Inspected work on airstrip road and SEILWA road. Pegged first section of the SEILWA road and gave contracts for construction of same. Sleep at SEILWA.

Friday, 18th.

Pegged first section of the rerouted airstrip road, and gave contracts for construction of same. Supervised work on all contracts. Sleep at SEILWA.

Saturday, 19th.

Inspect all completed contracts and pay same.

Sunday, 20th.

Observed at Kandrian.

Monday, 21st.

Supervise all work.

Tuesday, 22nd.

Supervise work - initial clearing completed to SEILWA. Sleep at SEILWA.

Wednesday, 23rd.

Supervise road work. To IUMILO IS and thence to Kwila stand to arrange contracts for supply of timber for bridging.

Thursday, 24th.

Clearing of airstrip road completed. Inspect work to SEILWA, sleep SEILWA.

Friday, 25th.

Supervise work and prepare new contracts.

Saturday, 26th.

Inspect completed contracts and pay for same.

Sunday, 27th.

Observed at Kandrian.

Monday, 28th.

Prepare list of materials required for roads and bridges.
Inspect work to SEILWA, sleep SEILWA.

Tuesday, 29th.

Heavy rain in morning. Received report of suspicious drowning at ARHI, and sent Const. KADA to investigate. Inspected road-work in afternoon, sleep SEILWA.

Wednesday, 30th.

SEILWA to Kandrian. Inspect work on airstrip road.

Thursday, 31st.

Const. KADA returned from ARHI with several parties interested in the drowning. The initial story of M suspicious circumstances was not substantiated. Marked a mile of the road between complete section and SEILWA.

Friday, 1st April.

Completed marking of road to SEILWA. Inspected work on airstrip road.

(3)

Saturday, 2nd April, 1960.
Pay all completed contracts.

Sunday, 3rd.
Observed at Kandrian.

Monday, 4th to Friday, 8th.
Accompanied A.D.O. on tax collection patrol of the Kandrian Census Division.

Saturday, 9th.
Prepare contracts and inspect work on roads.

Sunday, 10th.
Inspect road and pay contracts.

Monday, 11th.
Explain new contracts.

Tuesday, 12th.
Inspect work on airstrip road. Leave Kandrian 1000hrs, proceed SEILWA; ALIWO and arrive POMUGU at 1500hrs - slow trip due to heavy rain.

Wednesday, 13th.
Left POMUGU and proceeded by native track to MIPOLOK, thence to ANGELEK, SENEESI, HAMAKLONGKLONG and MAKLONGMERANG. The road from ANGELEK through to MAKLONGMERANG is quite good, and requires little more than widening and some minor bridge-work. The native track between POMUGU and ANGELEK is too mountainous; however further investigation should reveal a relatively flat road-site. Returned to POMUGU.

Thursday, 14th.
Inspected work on way back to Kandrian.

Friday, 15th.
Observed at Kandrian.

Saturday, 16th.
Inspect airstrip road and pay completed contracts.

Sunday, 17th.
Observed at Kandrian.

Monday, 18th.
Observed at Kandrian.

Tuesday, 19th.
Leave for SEILWA, and explain new contracts enroute.

Wednesday, 20th.
Supervise work between SEILWA and ALIWO, sleep at SEILWA.

Thursday, 21st.
Supervise work on road between Kandrian and ALIWO, sleep SEILWA.

Friday, 22nd.
To ALIWO, thence to WOLWOL, POINNING, and return to SEILWA. The road from ALIWO to POINNING is very poor, and would require almost complete rerouting. The village of POINNING has been moved to the old site of WOLWOL, about 35 mins. from ALIWO.

Saturday, 23rd.
To Kandrian. Inspect all completed contracts and pay same.

Sunday, 24th.
Observed at Kandrian.

(4)

KSH

Monday, 25th April, 1960.

Observed.

Tuesday, 26th.

To SEILWA and ALIWO to arrange new contracts. Return to Kandrian.

Wednesday, 27th.

To SEILWA, ALIWO and return to Kandrian - supervise work.

Thursday, 28th.

Supervise work.

Friday, 29th.

Inspect all completed contracts.

Saturday, 30th.

Pay all completed contracts.

Sunday, 1st May, 1960.

Observed at Kandrian.

Monday, 2nd to Friday, 6th.

Accompanied A.D.O. on tax collection patrol of the Kandrian Census Division.

Saturday, 7th.

Inspect and pay completed contracts.

Sunday, 8th.

Observed at Kandrian.

Monday, 9th.

Inspect road-work.

Tuesday, 10th.

Blasting rock on the airstrip road with Mr. J. Allen of Ablingi Plantation.

Wednesday, 11th.

Kandrian to SEILWA, to ALIWO, to POMUGU, to ANGELEK, to SENEMSI, to NAMAKLONGKLONG, to MAKLONGMERANG. Settled dispute over a meri, and sent a court case to Kandrian.

Thursday, 12th.

MAKLONGMERANG to GINESILING, to ADUAP, to ANGAU. Old site of GINESILING not visited as the village has moved to a new site near the Anglican Mission School, close to the Alimbit River. The new houses were well constructed for this area, and the villagers had cleared a new road site to the new village.

Friday, 13th.

ANGAU to GISAMOLA, to LAKUNGKUNG, to SIMINLA, to TINHUNG, to AMAUM, thence by bush track to AKA, thence to LAPALAN, to POMUGU, to ALIWO, to SEILWA, to Kandrian. The section of road travelled on this walk between MAKLONGMERANG and POMUGU is not well formed, and will require much work to bring it up to vehicular standard. A new site is being cleared between AMAUM and AKA, as the present road from AU to AKA is very mountainous.

Saturday, 14th.

Inspected roads and paid contracts.

Sunday, 15th.

Observed at Kandrian.

Monday, 16th May, 1960 to Saturday, 21st May, 1960.
Accompanied A.D.O. on tax collection patrol of the Kandrian Census Division.

Sunday, 22nd.
Observed at Kandrian.

Monday, 23rd.
Supervised work on roads.

Tuesday, 24th. and Wednesday, 25th.
At kandrian, preparing to patrol.

Thursday, 26th.
Left Kandrian and proceeded to IUMIELO and MEUNG, inspecting road. Accompanied by Mr. J.E. McAuley, Co-operative Officer.

Friday, 27th.
To AULO, ANGORENG, BUPUN, OKUR, WASUM, SAPULO, SARA. Inspected roads.

Saturday, 28th.
To MURIEN, thence to DEMGALU. The roads NKK for which the people of SARA, MURIEN and DEMGALU are responsible were in a very bad condition, and men from these three villages were sent to Kandrian for court action under N.A.R.O's.

Sunday, 29th.
To Arawe Plantation by tractor, and thence to PILILO Is. by ~~SMANBY~~ Plantation work-boat.

Monday, 30th.
To Arawe Plantation for radio conversation between A.D.O. and Mr. McAuley, thence to Kumbun Is. by canoe. Poison allegation looked into, but left for the A.D.O. to settle when he comes here for the opening of the PILILO and KUMBUN Co-operative stores.

Tuesday, 31st.
To the Sugil River per 'PAM'.

Wednesday, 1st June.
To URIN by canoe. Pig dispute between WAKO and URIN settled.

Thursday, 2nd.
To SUBDIDI, TEKARAPNA, PAUNG, LUALU and IPUK. The road is very satisfactorily sited, and the local people are willing to do the necessary work to make it suitable for vehicular traffic. In addition to this work, some minor bridging will have to be undertaken. ~~SMANBY~~ Complaint of sexual relations between meri and father-in-law heard. Parties to accompany to Kandrian.

Friday, 3rd.
To GIRING and ESLI. A bridge of approximately 130 feet will be required over the ANU River before the road from there on to URIN can be made passable to vehicles. The road between IPUK and ESLI is generally good, and can be brought up to scratch by the villagers, who are willing to do the necessary work.

Saturday, 4th.
To MOLUMUN, SLENG and MOLO. Roads can be widened by the local villagers; some minor bridge-work necessary.

Sunday, 5th.
Observed at MOLO.

Monday, 6th.
To AUTE, ASLINGPUN, MAKLONGHERANG, NAMOKLONGKLONG, SENEMSI, ANGLEK, POMUGU, ALIWC, SEIWA, and thence to Kandrian. A case of alledged adultery to accompany patrol to Kandrian. Bridge site over the ALIMBIT River is suitable for a suspension type bridge only.

(6)

Monday, 6th June (cont.)

and is approximately 160 feet in length.

Tuesday, 7th to Thursday, 16th.

Spent at Kandrian.

Friday, 17th.

Kandrian to POMUGU. Rain prevented further progress.

Saturday, 18th.

Heavy rain continues - road to ANGELEK impassable, due to rise of the AXE River, a tributary of the ALIMBIT.

Sunday, 19th.

Bridging of the AXE completed.

Monday, 20th.

To MAKLONGMERANG to endeavour to locate suitable bridge site across the ALIMBIT.

Tuesday, 21st.

Several bridge sites inspected - none suitable for conventional type of bridge.

Wednesday, 22nd.

Favourable site found near GINESILING. See Appendix .

Thursday, 23rd.

To AIWO, BOKHAINAN, LAKUNGKUNG, SEMINLA, TINWANG, AU, AMAUM and AKA. POMOLO, Tultul of AIWO, was the person responsible for the location of the new bridge site, and was very helpful indeed in providing food for the police and carriers accompanying the patrol. The original village of AIWO has split. The Laluai is at NAMA KLONKLONG with part of the village, and the remainder, apart from POMOLO and his family, is at the old site of BOKHAINAN. The people at BOKHAINAN have been persuaded to return to AIWO, after their disagreement with POMOLO was righted.

Friday, 24th.

To BURKUMBU, thence to SANURING (MIHAK). The road here follows the path of a stream, and in wet weather is impassable. When roads were made in the inland Kandrian area, this area was neglected, for reasons unknown to the writer, and there appears to have been no activity in this direction since.

Saturday, 25th.

To NGALA, WOLWOL, ALIWO, SEILWA, and thence to Kandrian. The road between SANURING and ALIWO is the same as that from AKA to SANURING. A marriage payment dispute was settled at NGALA.

End of Patrol

A. Rerouting of Kandrian Airstrip Road.

A section of the Kandrian Airstrip^{Road} was situated such that the grades were excessive, and this section was re-located to the West of its previous site. The land traversed by the new section is of loam, and coronous outcrops occur frequently. Also, the area is cut by gullies and this made necessary the use of many culverts. The new section of road is approximately 1½ miles in length.

Contracts ~~xxxx~~ were let to native leaders for the necessary clearing and for the actual construction of the road except for the concrete culverts. The total value of these contracts was £777/10/-, and the contracts were calculated such that the workers involved received at least £2 per week. In many instances the weekly earnings were in excess of this amount.

The road was constructed from the existing soil and the coronous available on the site. This surface should prove satisfactory for the limited amount of traffic expected after the completion of the airstrip, but a coronous surface would make the road much more servicable. Such a surface could be constructed by the contract method for approximately £350, provided the Administration provides transport for the coronous.

Hand tools proved insufficient for the levelling of the coronous outcrops in some cases, and explosives were employed. However the supply of explosives has to date been insufficient, and this has resulted in sections of the road being damaged by the heavy rains being experienced h at Kandrian at the present.

The Administration has completed the installation of the concrete pipe culverts mentioned above.

The road is at present approximately 90% complete.

B. Inland Passismanua Road.

The country through which the road was to be sited is limestone with coronous outcrops and covered with a clay-loam sub soil and a top soil of between 6 inches and one foot. Much of the area is covered with stands of 'taun' which represent a very real obstacle to clearing.

Between Kandrian and POMUGU (see attached map) there is an initial very sharp rise to 350 feet to the site of the airstrip, and then the country becomes less mountainous although there are still some fairly steep sections to be traversed. The country is subject to flooding and the writer has walked over the road between ALIWO and POMUGU on one afternoon when there was no sign of water on the road. On the following morning the writer found the road flooded to a depth of approximately fourteen feet over an area including over 150 feet of the road.

At the onset of the 'wet' work on this road becomes too difficult and must await the cessation of the rains.

Contracts were let to native leaders in the same way as above. In all £1307 was paid out for clearing and construction by the contract system. At the completion of work, the road had been completed to SEIWA, and 75% completed to ALIWO. Clearing has been completed to ALIWO.

(Inland Passismanua Road contd.)

There was not a road between POMUGU and ANGELEK previously, but it can be seen from the map that this route is a much shorter one than the previous route to the ALIMBIT via LAPALAM, AKA, AU and on to ANGAU, ADUAP, GINESILING and finally to MAKLONGMERANG. In addition the route via LAPALAM is a very difficult one and would require much more work to be done by the Administration than the route via POMUGU and ANGELEK.

The first section of road to be completed will be that from ALIWO to GINESILING as shown on the map. GINESILING has been chosen in preference to the previous bridge site of MAKLONGMERANG for reasons listed ~~under~~ below.

The section of road which lies between POMUGU and MIPOLOK will have to be constructed by the contract method as there are not enough natives in the area to do the work necessary. The writer estimates that the cost of this section of road will be approximately £1500 to £1800. This takes into account the fact that the natives have already cleared the route to a width of five to seven yards.

Once this section has been completed there is no problem envisaged in completing the road through to the bridge site on the ALIMBIT River, as the natives have already commenced the necessary work and are keen to have the road through to the river.

At the completion of the contract work the implements were issued to villages along the route - taking into consideration the relative size of each village - and work is progressing satisfactorily under the able supervision of Const. MUBA.

Future Proposals for extension of the Kandrian Road.

The work mentioned above is only the initial stage of this work. The other stages - in order of importance - are as follows:-

1. The construction of a bridge over the ALIMBIT River (see below).
2. Continuation of the road through to URIN on the Arawe side of the Route census division, thus opening up the Gimi and the Route divisions. The building of this road would not present great difficulties as the land is mostly undulating where the road is sited at present and the density of population - plus the willingness of the people to co-operate in the work - means that the Administration would have no costs other than the bridge work, the provision of tools and the time of one officer to supervise the work.
3. Continuation of the road from GINESILING to POMUGU via ANGAU and LAPALAM.
4. Construction of the loop from AKA to ALIWO via NGALA.

BRIDGE SITE OVER THE ALIMBIT RIVER.

The present bridge over this river is situated close to the village of MAKLONGMERANG and is a native constructed cane suspension bridge. The length of the present bridge is in excess of 150 feet, and the site is not favourable to the construction of a permanent bridge because of the almost sheer drop to the present site and also the consideration that a permanent bridge would have to be considerably longer than the present temporary structure.

Considerable difficulty was experienced in locating a suitable site but eventually one was found; a site far better than the writer had hoped to find. The site chosen is reported to be the old site of a bridge used before the present bridge at NAM MAKLONGMERANG was constructed. The attached sketch shows the main features of this site, and it will be noticed that the Western bank protrudes well into the river. This formation appears to be unique in the area.

A
At the time the writer inspected the site the river was by no means at flood level, and the sides of both banks - between the present water level and the maximum level - were seen to contain large boulders of limestone or some very similar rock. The maximum length for the central span of a bridge on this site would be 50 feet. The approaches on both sides would also be approximately 50 feet long.

The proposed road between GINESILING and ASLINGPUN which is shown on the map does not in fact exist at present. However the writer has seen part of the route and is confident that such a road would not be beyond the powers of the local people to construct. The villagers of GINESILING village are keen on the idea of having a good bridge, and have already cleared a road to the site.

The cost of building a bridge here will depend on the type of bridge to be constructed. The writer suggests that the centre span be of the suspension type, with pylons made from the 'taun' which is available close to the site, and the approaches be of conventional construction. Such a bridge would not cost in excess of £1500, and would be of inestimable value to both the Administration and the inland people of this area.

Villages.

LIMETEI, a village not visited by this patrol, was originally part of a village at AI'IUMETEI which split many years ago and formed two separate villages - one village, ~~ESLI~~ ESLI, is situated close to the original site of AI'IUMETEI, however LIMETEI is situated close to the ANU River, some half hour's canoe trip from WASUM ~~and~~ two hour's walk from ESLI.

This patrol was approached by many of the villagers from LIMETEI, who requested that they be allowed to shift back to the original site of AI'IUMETEI. Their reasons were, firstly, they were not a large village, but were responsible for the maintenance of the aid post at ESLI and the road from ~~ESLI~~ ESLI to LIMETEI. Secondly, their gardens are spread from LIMETEI to ESLI, the majority being closer to ESLI than to LIMETEI. In addition, it was ascertained that there is a good supply of water close to ESLI. The people were advised to discuss the proposed shift further, and if all were in agreement, then they were to construct good houses and then shift to AI'IUMETEI.

The village of GINESILING has shifted to a new site near the Anglican Mission School ~~and~~ close to the ALIMBIT River. The new village was constructed under the supervision of a policeman on leave, and the housing is good.

The village AIWO was visited by this patrol, and contained but two houses. The only family living in the village was that of the Tultul, POMOLO.

AIWO is situated on an elevated section of ground, and the appears very good as normal staples (viz. taro, yam) are supplemented by corn, extensive planting of bananas, kaukau and some ~~and~~ tomatoes. Also, shade trees have been planted in preparation for coffee planting.

The Lulua of AIWO has moved with part of the original village to NAMAKLONGKLONG, while the remainder were found at the old site of BOKHAININ. These latter were agreeable to returning to AIWO, and the writer has since been informed that they have done so.

The evidently accepted method of lining the AIWO people at NAMAKLONGKLONG has no doubt been a contributing factor in the fragmentation of the village - such fragmentation should be avoided as much as possible in an area where villages are already far too small, and especially of a village which has been so progressive in the planting of other than the usual foodstuff.

The village of HUALIL was deserted when last visited by a patrol. However this patrol contacted the two hatmen and after discussions they accompanied the patrol to NAMAKLONGKLONG where a pig dispute was settled. This dispute was given as the reason for deserting the village and the hatmen agreed that all would return to HUALIL. It has since been reported that all but one family have returned.

Native Affairs.

The patrol was well received in most villages, and received assistance from most hatmen. *Village official*

~~XXXXXXXXXXXXXXXX~~

In those villages of the Passismanua Census Division that were visited by the patrol, all but a few appeared to be adversely affected by over-recruitment. The main affect noticed by the patrolling officer was an evident breakdown in the moral climate of many villages.

Native Affairs (cont.)

The incidence of newly married men being left in the village by their husbands, who had been recruited for work, was large, and in many cases this had resulted in the young wife living quite openly with another man. This would not have been allowed to occur according to traditional laws it is true, but the fact is that these traditional laws are not being applied where there is no "big man", as in many cases there is not, ~~and~~. The situation would not arise if the husbands were at home.

The writer suggests that a vast improvement would ~~result~~ result in this direction if a limit was placed on the numbers to be absent from each village at any one time. There can be no doubt that such a system, controlled at sub-district level, would be of great benefit to the individual villages and therefore to the area as a whole.

^{Chair}
The "dinau" system is employed extensively in this area, and the large numbers of "dinaus" settled by this patrol indicates that the village officials are not being made use of by the people in this respect, or else they are not sufficiently powerful to settle the debts. From the writer's ~~XXXXXXXXXXXX~~ observations and discussions in the area it appears that the latter is the case, and could be to a large extent remedied if the people were instructed to make use of their officials in this respect, and if the officials were continually instructed in their duties. Such instruction was furnished by this patrol ~~where~~ where it appeared necessary.