

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICE
OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: MOROBE

STATION: ASEKI, 1969 - 1970

Original documents bound with reports
for: Wau, volume 16.

Papua New Guinea Patrol Reports

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[Volume 16]

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

PATROL REPORT OF: WAU MOROBE

ACC. No: 496.

Volume No: 18 [16]..... 1969/70..... Number of Reports: 8

PERORT No:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PTS	PERIOD OF PATROL	FI No
[1] 1 of 1969/70	1-10	R.K. GREANEY	UPPER WATUT (SLATE CREEK) TO ASEKI	MAP	29.7.69 - 7.8.69	
[2] 2 of 1969/70	1-10	B.M. KOE ADO	ASEKI		5.8.68 - 19.8.68	
[3] 3 of 1969/70	1-B	S.S. CUTLACK	UPPER WATUT (SLATE CREEK X MENYI)	MAP	17.9.69 - 15.10.69	
[4] 4 of 1969/70	1-15	B.M. KOE	UPPER WATUT CENSUS DIVISION	MAP	4.11.69 - 6.11.69	
[5] 5 of 1969/70	1-29	K.G.T. SANDELL P.O	BIANGAI & BIARU VALLEY CENSUS DIV	MAP	5.12.69 - 19.12.69	
[6] 6 of 1969/70	1-11	S.S. CUTLACK	UPPER WATUT (SLATE CREEK X MENYI)	MAP PHOTO	8.12.69 - 19.12.69	
[7] 7 of 1969/70	1-11	S.S. CUTLACK	UPPER WATUT (SLATE CREEK X MENYI)		10.1.70 - 28.1.70	
[8] 8 of 1969/70	1-23	KOE. B.M. a/ADO	BIANGAI CENSUS DIVISION		2.3.70 - 5.3.70.	
[9] 9 of 1969/70	1-16	R.B. PHILIPPE P.O	PART WATUT - PART KAPAU-KABU.	MAP	7.4.70 - 2.5.70	
[10] 10 of 1969/70	1-38	CUTLACK S.S.			29.5.70 - 29.6.70	
[] [ASEKI]						
[] 2 of 1969/70	1-13	N.A. RICHARDSON P.O	UPPER KAPAU VALLEY	MAP	3.7.69 - 19.10.69	
[] 3 of 1969/70	1-12	G.C. CONNER ADO	LOWER KAREEBA RIVER AREA.	MAP	2.9.69 - 12.9.69	
[] 5 of 1969/70	1-7	C.H. LONG APO	LANGIMAR CENSUS DIVISION.		7.5.70 - 20.6.70	
[] 6 of 1969/70	1-16	C.H. LONG APO	LANGIMAR CENSUS DIVISION.		30.11.69 - 7.4.70	
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[The originals of these reports, except for #4, are filed with Wau, 1969/70]

16A

PATROL REPORT OF: ASEKI

ACC. NO: 496

DL, NO: 7 : 1969/1970

NUMBERS OF REPORTS: 6.

REPORT NO.	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/PHOTOS	PERIOD OF PATROL	FICHE NO.
[1] 1-69/70	1-14	ABSALOM. J. ADO	PART KAPAU/KABU C. DIVISION	MAP	12.7.69 - 20.7.69	
[2] 2-69/70	1-13	RICHARDSON. N.A. PD	UPPER KAPAU VALLEY CD	"	3.7.69 - 19.10.69	
[3] 3-69/70	1-12	CONNOR. G.D. ADO	LOWER KARIEBA R. AREA	"	2.9.69 - 12.9.69	
[4] 4-69/70	1-14	LONG. C.H. APO	ASEKI-MENYAMYA ROAD	"	23.9.69 - 8.11.69	
[5] 5-69/70	1-7	LONG. C.H. APO	LANGIMAR C. DIVISION		7.5.70 - 20.6.70	
[6] 6-69/70	1-16	LONG. C.H. APO	LANGIMAR C. DIVISION		30.11.69 - 7.4.70	
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RPA 11507/71

MOROBE DISTRICT PATROL REPORTS

1969-1970

WAU & ASEKI

WAU

<u>Report No</u>	<u>Officer conducting Patrol</u>	<u>Area Patrolled</u>
1-69-70	R.K.Greaney	Upper Watut (Slate Creek) to Aseki
2-69-70	B.M.Koe	Part Middle Waria-Garaina, Biangai, Fapi land
3-69-70	S.S.Cutlack	Upper Watut (Slate Creek and Menyi Creek
4-69-70	B.M.Koe	Upper Watut Census Division
5-69-70	K.G.T.Sandell	Biangai and Biarui Valley C.D.
6-69-70	S.S.Cutlack	Upper Watut(Slate Creek, Menyi Creek
7-69-70	S.S.Cutlack	Upper Watut(Menyi Creek and Kapau-Kabu Census Division
9-69-70	R.B.Philippe, P.O.	Part Watut-Part Kapau-Kabu
10-69-70	S.S.CUTLACK	BIARUI VALLEY C.D.
<u>ASEKI</u>		
1-69-70	J.Absalom, A.D.O	Part Kapau-Kabu Census Division
2-69-70	N.A.Richardson, P.O.	Upper Kapau Valley
3-69-70	G.C.Connor, A.D.O.	Lower Kareeba River Area
5-69-70	C.H.Long, A.P.O.	Langimar Census Division
6-69-70	C.H.Long, A.P.O.	Langinar Census Division



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Report Number..... **ASEKI 1/69-70**

Subdistrict..... **MENYAMYA**

District..... **MOROBE**

Type of Patrol..... **SPECIAL**

Patrol Conducted by..... **J. ABSALON, Assistant District Officer.**

Area Patrolled..... **Part Kapau/Kabu Census Division.**

(Council and/or

Census Division/s.)

Personnel Accompanying Patrol

Constable 1st Class Gawi.

Interpreter Jesaking

Duration of Patrol—from **12/7/69** To **20/7/69**

No. of Days..... **Nine.**

Last D.D.A. Patrol to Area :

Date..... Duration.....

Objects of Patrol (Briefly)..... **Spread propaganda regarding the Aseki/Wau Road.**

Total Population of Area Patrolled..... **6,632**

Director of District Administration,
KONEDOBU.

Forwarded, please.

/ /19

.....
District Commissioner.

J. Absalon
12/7/69

TERRITORY OF PAPUA AND NEW GUINEA

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

7th October, 1969

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

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

EXTRACT FROM PATROL REPORT/~~ABBA SENY~~.

The following information has been extracted
from Patrol Report/~~ABBA SENY~~ No. Asahi - 1-69/70...
covering Part Kapau/Kabu Census Division.....
Manyanya.....Sub-District,
Morobe.....District.

The period of patrol : July, 1969

Extract/~~ABBA SENY~~.

"The so called TONI and ANANI 'Komitis' in the area
seem to have been left out on a limb somewhat, particularly
the Toni Kimitis. Because of this lack of direction from Mr.
Voutas M.H.A. (Toni), they are tending to go ~~off~~ on a tangent
and could cause trouble in the future by doing this. "

T. W. Ellis

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

TERRITORY OF PAPUA AND NEW GUINEA

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

..7th October, 1969

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

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

EXTRACT FROM PATROL REPORT/AREA STUDY.

The following information has been extracted
from Patrol Report/Area Study No. ~~Asaki~~ No. Asaki - 4.69/70
covering Part. Kapan/Kabu Census Division,
ManyanyaSub-District,
MorobeDistrict.

The period of patrol : July, 1969

Executive/Precis.

The patrol was mounted for the specific purpose of informing the people of the intentions of the Administration in regard to the Asaki/Wau road and to investigate reports of unrest in the area.

The people were rather horrified at the magnitude of the task of road construction and rumours of machinery being used found favour. The idea of machinery being used appears to have been started by ANANI MANHO, M.H.A. who started a cash collection to purchase a bulldozer. ~~For~~ \$750 was collected and is being held by ANANI.

It is reported that the Administration has emerged in a stronger position than before and the Member has lost ~~some~~ prestige.

T. W. Ellis

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

clap

67-6-3

22nd September, 1969.

The District Commissioner,
Morobe District,
LAE.

PATROL ASEKI NO. 1/1969-70.

Your reference is 67-2-11 of 21st August, 1969.

2. I acknowledge with thanks receipt of Special Situation Report by Mr. J. Absalom to Part Kapau/Kabu Census Division.

3. I am pleased to note that the matter of road labour has now been resolved.

(T.W. ELLIS)

Secretary
Department of the Administrator.

Mr. J. Absalom,
Assistant District Officer,
Sub-District Office,
LAE. Morobe District.

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

Camping claims are attached



TERRITORY OF PAPUA AND NEW GUINEA

67.6.3.

Telephone
Teleg.
Our Reference 67-2-11
If calling ask for
Mr.

Department of District Administration.

10

Morobe District,
LAE.

21st August, 1969.

The Secretary,
Department of the Administrator,
KONEDOBU.

ASEKI PATROL NO. 1 OF 1969/70

The original and duplicate of a report on a special patrol through part of the Kapau and Kabu Census Divisions conducted by Mr. J. Absalom, Assistant District Officer, are attached. Also enclosed are copies of patrol instructions, map and comments from the Assistant District Commissioner, Menyamya.

Mr. Absalom has prepared a useful assessment of the present situation in the Kapau/Kabu areas and anticipates that there will be no further problem in gaining support of the local groups on road construction and extension.

It is important that the people of the areas involved in the road construction programme are fully aware of what is happening, not only in their own particular areas but also in the rest of the Sub-District. The A.D.C. at Menyamya will need to ensure that he is aware of the activities of House of Assembly members and the various committees in the villages of the groups.

(B. BUNTING)
a/District Commissioner



TERRITORY OF PAPUA AND NEW GUINEA

9

Telephone

Telegrams

Our Reference

If calling ask for

Mr.

The District Commissioner,
Morobe District,
Lae.

Department of District Administration.

Menyanya,
Morobe District.
4th August, 1969.

67-3-2

ASEKI PATROL REPORT No. 1 - 1969/70

J. ABSALOM, A.D.O.

Attached are relevant copies of the abovementioned report which resulted from instructions issued from your office. Mr. Absalom has carried out a thorough patrol which has revealed quite an amount of pertinent information concerning the attitudes of the people to road construction.

As a general note much of the opposition to roadwork resulted from somewhat wild stories put about by the Local Member. I shall have the "tractor collections" watched closely in the future but I now feel that he will not have much support in the future. The Administration has emerged in a stronger position than ever before as a result of trouble at Aseki and their member has lost considerable prestige. This strength was gained by the immediate action taken by the Administration when discontent became real and apparent. The local people were able to see that I could get from Menyanya to Aseki by motorbike immediately when I heard news of the trouble. The visit to Aseki by Mr. Bunting and later by Mr. Absalom helped tremendously as the local people were given some outlet to help with their claims. The firm action taken by the O.I.C. at Aseki when the riot occurred also helped.

Mr. Absalom brought 42 Village Officials to Menyanya when he completed his patrol. I had long talks with these men and they were given conducted tours around our roads - both old and new. During these talks it was learnt that all the people were just as sick and tired of all the fuss and bother that has resulted from the riot at Aseki. The general feeling was "fair enough we have tried the Administration but we used the wrong methods and we have great shame about this - we now know that our roads are only part of a big road system and now we want to build our section - talk about machinery was only "gamin" talk and we will build the roads ourselves - there has been enough talk and now lets get back to work."

They agreed that Mr. Richardson wasn't such a bad sort of a chap after all and all agreed that his proposed road route showed a great amount of skill and all were pleased with this. They have also agreed to cut the road to something in the vicinity of vehicle width - (bench cutting really wasted labour).

I now consider the matter closed but will continue monthly inspections of the road work.

Camping claims are attached.

P. J. L. [Signature] A.D.C.



TERRITORY OF PAPUA AND NEW GUINEA

8

Telephone
Telegrams
Our Reference
If calling ask for
Mr.

Department of District Administration

Morobe District,
LAE.

24th July, 1969.

Assistant District Commissioner,
Sub-District Office,
MENYAMYA.

ASEKI PATROL 1 /69-70

Please refer to the District Commissioner's memo 1-2-13 of 9th July 1969 addressed to myself, a copy of which is attached to this report.

Attached are five copies of the report on the patrol that resulted from the above memo. I have not numbered the report and would appreciate it if you would do so. No copies of the report have been sent to the Officer-in-Charge, Aseki Patrol Post.

Patrol Number	:	ASEKI /69-70
Sub-District	:	Menyama
District	:	Morobe
Council	:	Not applicable
Patrol Conducted by	:	J. ABSALOM
Designation	:	Assistant District Officer
Area Patrolled	:	Part Kapau/Kabu Census Division
Personnel Accompanying Patrol	:	Constable 1st class GAWI Interpreter JESAKING
Duration of Patrol	:	12-7-69 - 20-7-69 (9 days)
Objects of Patrol	:	Spread propaganda regarding the Aseki/Wau Road. See attached instruction.
Total Population of area patrolled	:	6,632
Map Reference	:	Attached Patrol Map and Fourmil of Wau.

For your information, please.

(J. ABSALOM)
Assistant District Officer

PATROL DIARY :

See Field Officer's Journal, folios 1-4/69-70.

- 12-7-69 Departed Aseki at 1200 hours per motor cycle. Inspected road work and camp site in company with Mr. N. Richardson, Patrol Officer. Followed the surveyed route of the road to Angabena, then followed walking track to Angeiwunga arriving at 1445 hours - camped. Informal talks with Village Officials and others during the afternoon and evening.
- 13-7-69 Departed Angeiwunga at 0730 for Kabakini via Hiakwata and Iagobei. Arrived Kabakini 1230. Informal talks with Village Officials and others.
- 14-7-69 Formal talks with and to the assembled villagers of Anggie, Komogwata and Kabakini - from 1000 hours until 1400 hours. Informal talks with villagers in afternoon and evening.
- 15-7-69 Informal talks with villagers throughout the day.
- 16-7-69 Departed Kabakini 0800 hours for Warabung Rest House - arrived 1030. Informal talks with Village Officials and others.
- 17-7-69 Formal talks with villagers of Kwamdawadi, Kamiagaga and Karakaimanga. Village Officials from Paiwini, Dumauia, Noganeiwa and Ksintongata also attended.
- 18-7-69 Departed Warabung Rest House for Hiakwata at 0800 hours - arrived 1100 hours. Formal talks with villagers of Hiakwata and Iagobei. Informal talks with Village Officials and others in the evening.
- 19-7-69 Departed Hiakwata for Angabena 0800 and arrived 1100. Formal talks with assembled villagers of Angeiwunga, Angabena, Itauwwei and Pinamanga.
- 20-7-69 Departed Angabena at 0730 and arrived at Aseki Patrol Post two hours later.

Patrol Ends.

INTRODUCTION :

This patrol was mounted for the specific purpose of informing the people of the Kapau/Kabu Census Division of the intentions of the Administration in regard to the Aseki/Wau road; and to investigate reports of unrest in the area (See Patrol Instructions).

The area patrolled is on the southern fall of the Ekuti Dividing Range and is drained by the Kapau river and its tributaries. The topography is rough and heavily dissected by waterways. The task of surveying a road is a difficult, but by no means impossible one.

LOCAL ATTITUDE TO ROAD :

The the past eight years the various Officers-in-Charge of Aseki Patrol Post have been studying the possibility of constructing a road from Aseki to Slate Creek. The first preliminary survey was carried out by Mr. J. Smith in 1962. The concept of this road is therefore not a new one to the people of the Kapau/Kabu Census Division.

I found in my talks with the people of the area, that there is no real opposition to the road. They readily recognize the fact that the construction of this road will be a tremendous leap forward for them in the economic field. They are rather horrified however at the magnitude of the task; this is understandable. It was because of this attitude that rumours that machinery would be used to construct the road, found much favour. This idea that machinery would be used to construct the road appears to have been started by Anani M.H.A. Anani has started a cash collection in the Watut and in the Upper Kapau area to purchase a bulldozer. His call for money was limited to the villages of Hiakwata, Iagobei, Kobakini, Komogwata and Anggaie. The amounts collected have been - Iagobei \$16.90, Komogwata \$220.60 and Anggaie \$520.60. This money is being held by Anani. The remaining two villages have not contributed as yet.

I tried to impart some of the economics of the situation to them, and I also emphasised the fact that initially the road will have to be built by hand and that when it is up to four-wheel drive standard, the Administration would put machinery on the road so that it could be upgraded. This was accepted fairly well, and I think that there will be no real trouble in getting the people to work on the roads.

With regard to the money that has been collected in the Upper Kabau area by Anani, I suggested to the Deputy District Commissioner, Mr. Bunting and Mr. Anani during their visit to Aseki on the 23rd July, that Anani should hand this money to Mr. G. Conner, Officer-in-Charge, Aseki who would bank the money in the name of the villages (society accounts) involved and this money could be used by those villages for whatever purpose they wish at some later date. It has also been suggested that Anani should accompany Mr. Conner on his next patrol through the area so that he can explain the situation to his constituents.

One other aspect that appears to worry these people is the presence of limestone in places along the surveyed route. It would be a good move to bring a representative group to see that blasting is being done on the Aseki/Menyanya road to demonstrate that stone does not cause any great problem. The 'cooking' stone could also be demonstrated.

To sum up the situation - there is no opposition to the road, but the people do have their doubts, which will only be overcome by effective communication, public relations and re-assurance by Administration staff to the general villager in the area. There is no concern whatsoever on the part of the people at having to work outside of their own immediate area. They had a general idea that a road was to be built, but no specific knowledge.

STAFF :

With reference to Mr. Richardson's activities in the area. The problems here seemed to be :-

- a) Basically language. Mr. Richardson has not been posted on the New Guinea side before and he is therefore not proficient in Pidgin English;
- b) Lack of familiarity with the people to be found at Aseki and with their volatile nature; and
- c) Little understanding of the situation in general.

These problems combined to create the situation. As Mr. Richardson becomes more proficient in Pidgin English, this situation should resolve itself.

As noted in the Patrol Diary, I walked along the survey line and it appeared to be excellent.

With regard to the riot which occurred at the road camp; from what the people told me, those sentenced to a month's Imprisonment with Hard Labour richly deserved it.

④

S I T U A T I O N R E P O R T

POLITICAL :

The people of the Kapau Kabu Census Division are the most sophisticated in the Aseki Administrative area. In general they take their line of action on opinions formed in the Watut area. The Watut people belong to the same language group. The Upper Kapau people are particularly Watut orientated, and Anani has a very strong following in this area. The relationship between the Watuts and the Kapau peoples is more or less a big Brother/Little Brother one, the Watut being the Big Brother.

The so called Toni and Anani 'Komitis' in the area seem to have been left out on a limb somewhat, particularly the Toni Komitis. Because of this lack of direction from Mr. Voutas M.H.A. (Toni), they are tending to go off on a tangent and could cause trouble in the future by doing this.

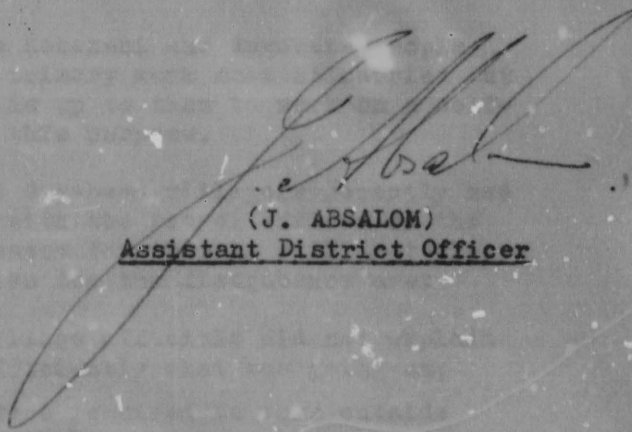
ECONOMIC :

This area is virtually fully committed to coffee as a cash crop. With the collapse of the coffee market recently the economy of this area could collapse completely. There is a feeling amongst the people calling for a second cash crop.

The road of course will mean a lot to these people from the point of view of their economy. It will create a great flow of crops, trade goods etc. through the area. Here again, it may become almost vital that a second cash crop be introduced to the area to at least supplement coffee.

MISCELLANEOUS :

I did not hear anything during my time in the area which would lead me to believe that cargo cult activity was diverting the people's attention from road work. It would seem that the cult activity reported some time ago has died down. Possibly interest in the road has replaced this.


(J. ABSALOM)
Assistant District Officer

1-2-13

Morobe District,
LAE.

9th July, 1969.

Mr. J.A. Absalom,
District Office,
LAE.

ASEKI/SLATE CREEK ROAD

As discussed on 8/7/69, please make arrangements to visit the Aseki Patrol Post area for a period of three weeks to carry out the following:

1. Visit Kobakeri and ascertain the feeling of the Kobakeni people and the population between there and Aseki with regard to the above road. It would appear that insufficient publicity has been given in the Kapau/Kabu area to the purpose for which this project is required.
2. It should be made quite clear to all the villagers along the proposed route that the only possibility for economic development in their area depends entirely upon a vehicular road out of the Aseki area into Slate Creek and hence joining up with the Wau/Lae road.

It should also be made quite clear that there is no possibility of such a road being constructed with machines and that the first stages of the road construction must be done by hand. I understand that word has spread from the Upper Slate Creek area that construction of the road from Slate Creek to the Ekuti Divide will be undertaken with the use of machinery and I further believe that hearing this, the people on top of the Divide have the feeling that if machinery can be used on the Eastern part of the road out of Slate Creek, then it could be used in the Aseki area also.

It is possible that Mr. Anini, M.H.A., may have furthered this misconception, at any rate it has been reported that he has done so.

Please make the Kobakeni and Angabena people clear that the primary work must be carried out by hand and it is up to them to work on a self-help basis for this purpose.

3. As you know the Angabena villagers recently had an altercation with the Patrol Officer on the road and the reason for this is still not clear. The possibilities for the disturbance are:
 - a) that the village officials did not explain to them sufficiently what was going on;
 - b) that they were required to work outside their own tribal area;
 - c) that they are not interested in the road as they are quite happy to carry their produce along the existing tracks to Slate Creek.

Please investigate these possibilities.

4. During Mr. Lancaster's investigations some talk about cargo cult cropped up and Mr. Anini's name and one Sali of Aseki were mentioned. Please endeavour to ascertain whether there is any cargo cult thinking in the area which is making the people devote their energies away from the road.

5. Whilst you are in the area will you please have long discussions with all assembled males, pointing out the importance of the road to their future, the sections on which they will be required to work and the assistance and supervision which they will receive from the Administration.

Before departing from Aseki you should fully discuss with Mr. Connor any matter pertaining to the above so that you are both pushing one line.

6. With regard to the allegations made against Mr. Richardson -

- a) that he has treated the people working on the road roughly, and
- b) that the people are frightened of him and want another overseer,

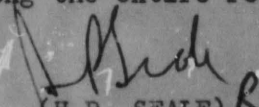
please endeavour to find out what you can regarding Mr. Anini's source of information and whether it is a true report of the feelings in the area.

7. On 17th June, the existing road which was being built to a width of 8' was widened to 16' and I think that this alteration in plan may have had something to do with the recent dissatisfaction there. Allied to this was the necessary cutting of trees on either side of the road to allow drying out.

I understand that the Angabena people were told by Mr. Richardson not to waste time cutting down large trees on either side of the road, but to leave these standing and merely remove the scrub, but the Angabena people continued to expend their energies on cutting down large trees and pulling them away from the road. One of Mr. Anini's complaints was that there was too much work involved in this.

Would you please investigate this and make quite clear to the roadworkers that at no time have we insisted that large trees be cut from the side of the road, but only the scrub.

It is quite apparent to my mind that the major cause of the recent disturbances on the road is the complete lack of communications between the Administration and the people some distance removed from the Aseki Station itself. The Aseki people obviously know what is going on, but I think it stops there. One of your main jobs will be to ensure that full reasons for the project are made known to every village and potential worker along the entire route.


(H.P. SEALE)
District Commissioner



FAURI RIVER

NEW GUINEA BORDER

DRAWN BY [illegible] 1968

SCALE 1:25,000

1:25,000

ASEKI PATROL POST ADMINISTRATIVE AREA

LOWER KAPAU-NANIN C.D.

KAPAU KASLU C.D.

KAREWA INDIWI C.D.

WATOT DIVIDE

(1)



N.T. 1:25,000



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE: MENYAMYA S.D. Report No. ASEKI REPORT No. 2 1969/70

Patrol Conducted by N.A. RICHARDSON PATROL OFFICER

Area Patrolled UPPER KAPAU VALLEY

Patrol Accompanied by Europeans NIL

Natives NIL

Duration—From 3 / 7 / 19 69 to 19 / 10 / 19 69

Number of Days 66 days Broken period.

Did Medical Assistant Accompany? NIL

Last Patrol to Area by—District Services 30 / 6 / 19 69

Medical N/A / / 19

Map Reference WAV ~~WAV~~ FOURMIL

Objects of Patrol SURVEY AND CLEAR SECTION OF ASEKI/WAV ROAD

POLITICAL EDUCATION

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

.....
District Commissioner

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

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

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

.....

.....

.....

GFB:JO

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

67-6-40

9th January, 1970.

District Commissioner,
Morobe District,
LAE.

PATROL NO. ASEKI 2/69-70.

Your reference 67-2-11 of 17th December, 1969.

I acknowledge with thanks receipt of Special Report by Mr. N.A. Richardson, Patrol Officer, to part Kapau-Kabu Census Division.

Whilst this report does contain some interesting information, Mr. Richardson appears inclined to make unsupported statements of doubtful accuracy. Have his remarks about the activities of the Member of the House of Assembly been checked out?

I note that you have advised Mr. Richardson regarding the correct format for patrol reports; please ensure that he follows the requirements of my 67-1-0 of 21st June, 1968, in future.

The Assistant District Commissioner's comments were not attached to the report. Please let me have a copy.

(T.W. ELLIS)

Secretary,
Department of the Administrator.

C.C.
Mr. F.A. Richardson,
Sub-District Office,
MUMENG.
Morobe District.

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

67.6.40. (11)



67-2-11

Department of the Administrator,
Division of District Administration,
Morobe District,
LAE.

17th December, 1969.

Assistant District Commissioner,
Sub-District Office,
MUNYAMYA.

ASEKI PATROL NO.2 OF 1969/70

I acknowledge receipt of the above patrol report in the Kapau area submitted by Mr. N.A. Richardson.

I agree that Mr. Richardson has exaggerated generally regarding the peoples opinion of Government officers. It is possible that some over enthusiastic remarks by some officers may have been misunderstood.

I am pleased to hear that work on this road is progressing satisfactorily and that the people are continuing to be co-operative in providing labour.

It is noted that this report has not been submitted in accordance with Departmental Standing Instructions. However, as Mr. Richardson has been transferred, there is little point in sending it back to him for re-writing.

(B. BUNTING)
a/District Commissioner

MINUTE:

→ The Secretary,
Department of the Administrator,
KONEDOBU.

Attached please find original and one copy of the abovementioned report together with covering comments by the Assistant District Commissioner. Mr. Richardson has since been transferred to Mureng Sub-District. He has been advised regarding the correct submission of patrol reports.

B. Bunting
(B. BUNTING)
a/District Commissioner

Aseki Patrol Report No.2

Patrol Diary

- 3/7/69 Thursday. Departed Aseki 1300.
Arrived camp 1500.
Slept Titeiawara.
- 4/7/69 Friday. Camp and track cleared.
Slept Titeiawara.
- 5/7/69 Saturday. Adjourned to Aseki.
- 14/7/69 Monday. Surveyed road.
Slept Titeiawara.
- 15/7/69 Tuesday. Work on road clearing supervised.
Slept Titeiawara.
- 16/7/69 Wednesday. Road surveyed to the east.
Slept Titeiawara.
- 17/7/69 Thursday. Road surveyed towards Aseki.
Slept Titeiawara.
- 18/7/69 Friday. Road surveyed east.
Slept Titeiawara.
- 19/7/69 Saturday. Observed.
- 20/7/69 Sunday. Observed.
- 21/7/69 Monday. R. Bunting and Anani M.H.A. arrived at Aseki.
Self to Aseki then returned to camp.
Slept Titeiawara.
- 22/7/69 Tuesday. Work groups marked their own boss men and commenced clearing and survey work.
Slept Titeiawara.
- 23/7/69 Wednesday. Cleared helicopter pad and continued surveyed work.
Slept Titeiawara.
- 24/7/69 Thursday. Supervised labour and on standby for helicopter.
Slept Titeiawara.
- 25/7/69 Friday. Supervised labour and on standby for helicopter.
Slept Titeiawara.
- 26/7/69 Saturday. On standby for helicopter.
Slept Titeiawara.
- 27/7/69 Sunday. Observed.
- 28/7/69 Monday. Adjourned to Aseki to inquire about helicopter.
- 3/8/79 Sunday. Returned to camp.
Slept Titeiawara.
- 4/8/69 Monday. Departed Titeiawara 0900.
Arrived Iagobei 1430.
Joined by D.O. Greaney and A.P.O. Cutlack 1700.
Slept Iagobei.
- 5/8/69 Tuesday. Moved from Iagobei to Waterbung Resthouse to Kapau/Angaia junction, then returned to Hiakwata via Kapau River.
Slept Hiakwata.
- 6/8/69 Wednesday. Examined Angabena ridge with D.O. Greaney and A.P.O. Cutlack on way to Aseki.
- 27/8/69 Wednesday. Departed Aseki and returned to camp. Inspected road works.
Slept Titeiawara.
- 28/8/69 Thursday. Inspected road works and supervised labour.
Slept Titeiawara.
- 29/8/69 Friday. Surveyed road towards Tambia and Auangina Creeks above Iyaki Creek. Made changes to road route to avoid rock outcrops.
Slept Titeiawara.
- ~~30/8/69~~ Surveyed

- (9)
- 30/8/69 Saturday. Surveyed road along ridge until stone chimney blocked route. Changed route to south ridge.
Paid workers.
Slept Titeiawara.
- 31/8/69 Sunday. Observed.
Slept Titeiawara.
- 1/9/69 Monday. Supervised road work.
Slept Titeiawara.
- 2/9/69 Tuesday. Surveyed road above Ivaki and Tambia Cr.
Slept Titeiawara.
- 3/9/69 Wednesday. Explored area around rock chimney.
Slept Titeiawara.
- 4/9/69 Thursday. Explored Ivaki and Tambia creek to the south.
Slept Titeiawara.
- 5/9/69 Friday. Explored Ivaki and Tambia creeks to the West.
Slept Titeiawara.
- 6/9/69 Saturday. Supervised road clearing.
Slept Titeiawara.
- 7/9/69 Sunday. Observed. ~~to Aseki for Tations.~~
Slept Titeiawara.
- 8/9/69 Monday. Surveyed road along eastern ridge above Ivake and Tambia creeks.
Slept Titeiawara.
- 9/9/69 Tuesday. Surveyed road along eastern ridge above Ivake and Tambia creeks.
Slept Titeiawara.
- 10/9/69 Wednesday. Surveyed road along eastern ridge above Ivake and Tambia creeks.
Slept Titeiawara.
- 11/9/69 Thursday. Moved camp to Hiakwata. Explored Auangina and tributaries.
Slept Hiakwata.
- 12/9/69 Friday. Explored area between Hiakwata and Ivake along Auangina and valley wall.
Slept Hiakwata.
- 13/9/69 Saturday. Explored Auangina valley.
Slept Hiakwata.
- 14/9/69 Sunday. Observed.
Slept Hiakwata.
- 15/9/69 Monday. Explored Auangina river.
Slept Hiakwata.
- 16/9/69 Tuesday. Surveyed road west along north wall of Auangina valley.
Slept Hiakwata.
- 17/9/69 Wednesday. Surveyed road east along south bank of Auangina to Kapau junction.
Slept Hiakwata.
- 18/9/69 Thursday. Surveyed road along Kapau Valley.
Slept Hiakwata.
- 19/9/69 Friday. Surveyed road along Kapau valley.
Slept Hiakwata.
- 20/9/69 Saturday. Surveyed road along Kapau valley.
Slept Hiakwata.
- 21/9/69 Sunday. Observed.
Slept Hiakwata.
- 22/9/69 Monday. Supervised labour.
Slept Hiakwata.
- 23/9/69 Tuesday. Supervised labour.
Slept Hiakwata.
- 24/9/69 Wednesday. Surveyed road west along north wall of Auangina valley. G.C. Connor A.D.O. arrived on inspection.
Slept Hiakwata.
- 25/9/69 Thursday. Walked survey line along north wall of Auangina back to Titeiawara. with G.C. Connor A.D.O., who then returned to Aseki.
Slept Titeiawara.

- 26/9/69 Friday. Returned to Hiakwata and supervised road clearing.
Slept Hiakwata.
- 27/9/69 Saturday. Supervised road clearing.
Slept Hiakwata.
- 28/9/69 Sunday. Observed
Slept Hiakwata.
- 29/9/69 Monday. Supervised road labour.
Slept Hiakwata.
- 30/9/69 Tuesday. Supervised road labour.
Slept Hiakwata.
- 1/10/69 Wednesday. Road labour supervised.
Slept Hiakwata.
- 2/10/69 Thursday. Road labour supervised.
Slept Hiakwata.
- 3/10/69 Friday. Road labour supervised.
Slept Hiakwata.
- 4/10/69 Saturday. Examined road line.
Slept Titeiawara.
- 5/10/69 Sunday. Observed. Adjourned to Aseki for rations.
- 16/10/69 Thursday. Returned to Hiakwata and made road workers
pays and supervised works.
Slept Hiakwata.
- 17/10/69 Friday. Moved camp to Titeiawara.
Slept Titeiawara.
- 18/10/69 Saturday. Made payments to road workers.
Slept Titeiawara.
- 19/10/69 Sunday. Returned to Aseki.
Patrol stood down.

(10) Villages.

The only village inspected was Hiakwata. The village was very unhygienic and dirty. On inspection, the women had cleaned the village. The village is situated in a valley floor at about 1000 feet. The village is covered with native vegetation. The village is a typical village of the area. The village is situated in a valley floor at about 1000 feet. The village is covered with native vegetation. The village is a typical village of the area.

(11) Village Office.

The village office was situated in the village. The office was a simple structure. The office was used for the collection of taxes. The office was situated in the village. The office was a simple structure. The office was used for the collection of taxes. The office was situated in the village. The office was a simple structure. The office was used for the collection of taxes.

(7)

ASEKI PATROL REPORT NO. 2 of 1969/70.

(A) Introduction. The area patrolled is thru the nearly impossible upper Kapau Valley, between the Kukukuku Ranges and the Ekuti Divide. Rainfall in the area is between 200 and 250 inches per year. The road crosses the Kukukuku Ranges at Titeiawara at about 7800 feet a.m.s.l. then descends to the valley floor at about 4500 f.a.m.s.l. The valley is covered with medium density rain forest. The valley walls are precipitous in the extreme. In many places there are sheer walls up to 2000 feet high and hundreds of yards long. The area is geologically of the tertiary period being sandstone with conglomerate and limestone intrusions. Some granite was noted. On 28 days out of 66 the valley was completely filled with cloud and fog, making exploration and surveying impossible.

(B) Patrol Reception. There is no village at Titeiawara. The villagers at Hiakwata were cool and distant at first. After about 8 days in the village the people became quite civil and almost friendly. In other villages the reception was mild.

(C) Villages. The only village inspected was Hiakwata. The village was very untidy and dirty on my arrival, but when I departed, the women had cleaned the village considerably. A point to note is that these people do not actually live in the village as designated on the map. Rather, they live in groups of rarely more than family size in the hills and on the ridges around the valley. In the mornings, smoke from cooking fires indicates the spread of 10 square miles for Hiakwata. The village on the map is the approximate center of the area populated by the group and is a convenient place to meet for census etc.

(D) Village Officials. The Luluais and Tultuls of Hiakwata, Angabena, Angaiwunga, Titawowi, Kwamdawati and Pinamunga were fairly unimpressive. The Iagobei official was fairly keen. This should be related to the peoples' habit of living scattered across the valley. Their loyalty and influence should be considered in the light of the difficult area they live in and the ingrained habits of self-seeking and lying which are a part of their way of life.

(E) Political Situation.

(1) Attitude towards the Administration: The People wish to be left to themselves. They are interested in the embellishments of the whiteman's way of life, but are loath to obtain them by the ways which the Administration tells them are good.

These people regard all Administration Officers as liars. This is partly because they themselves never tell the truth, partly because so many promises have been broken by R.D.A. staff. The Administration represents an alien intrusion which promises much good and produces a few improvements, occasionally.

Officers have always travelled (thru) this area too quickly to influence the main body of thinking.

District Administration and Education Officers are the only outsiders to penetrate this area, except for Missionaries and Members of the House of Assembly.

The Local M.H.A. Anani has told the people that he will send a machine to build a road for them. He further informed them that they would be paid \$8-00 per week for any road work they performed. He further informed them that they should throw away any tool given them by the Patrol Officer. He told them that the Administration had no power over them and that he Anani would stop the Administration doing anything. This intelligence has come from more than one reliable source.

No machine for road building has arrived, although Anani's committee men have collected money in the Kapau Valley for this purpose.

Current rate of pay is \$1-00 per week.

They have not been issued any tools.

Explanations of the importance of the road project and the need for national co-operation have lessened the degree of eagerness displayed. They are showing a new willingness to work and persevere in the face of difficult conditions.

The situation is still far from ideal.

The fact that an Officer was with them, working and living in their area did as much to improve the relationships as all the Political and Social Education discussions conducted with them during the period.

(E)

(2) Attitude towards the missions: The first Lutheran Missionary established himself in the area in the late 1950's.

Over the last year or so the New Tribes Mission has also been active here. The Lutherans are not active in any field other than purely religious activity. There are mission primary schools which operate intermittently at Iagobei and Angabena for the Lutheran population.

The people seem unaffected by the Lutherans to a ~~large~~ large degree.

The New Tribes Missionary, Tom Palmer and his wife, speak the Wapau language and the people apparently like him. He has walked over most of the Watut, Kapau, Kabu, Langimar, Wapi and Kaintiba areas.

The Lutheran Missionary, Dieter Giesler and his wife, have made one incomplete patrol thru his area in the three or four years he has been at Aseki.

The relative degree of influence of the two mission groups is proportional to the degree of personal contact made and maintained with the people.

The people identify NAMASU with the Lutheran Mission. No attempt was made to explain that companies separately, as it comes close to religious matters and the patrol instruction did not cover that matter.

(e)

(3) Attitude to Europeans, Foreign Natives, Mixed Race and Chinese people.

The only outsiders who penetrate this area are District Administration and Education staff, missionaries and M.H.A.'s. There are no mixed race persons in the area.

Therefore see (1) & (2) above.

(E)

(4) Cults, movements and activities.

There is a constant undercurrent of Cargo Cult type talk. See (1) above for reference to Anari M.H.A. Cargo type thinking is evidenced by comments and questions asked during discussions of the implications

of a road linking Kerema and Lae via Aseki and Menyamya. The road work has given the people money in their hand and they can see the road route taking shape. This will I believe give them a real hope of development, which will kill any incipient Cargo Cultism.

(E) (5) Absenteeism. The degree of absenteeism is remarkably low. About 20% of the recruitable men are absent from the area. This poses no problem socially.

(E) (6) General Social Problems. The people are a dissociated and largely amorphous group. The end of warfare and cannibalism has reduced the need to group together. This makes village or valley wide co-operation very difficult. The rugged terrain does nothing to improve the situation.

(F) Agriculture. Coffee is the only cash crop in the area. The Sai Watut Co-operative handles coffee buying for these people. Mr. C. Benton of D.A.S.F. Mumeng has informed me that D.A.S.F. did distribute large quantities of vegetable seed in this area two years ago. Some cucumbers noted at Hiakwata and some cabbages at a Lutheran rest house at Angabena. No other imported vegetables were noted in the area in the period May 1969 to October 1969. Sweet potatoes and poor quality taro form the major portion of the diet for these people. A coffee census was not conducted. Figures are not available from D.A.S.F. Aseki.

(G) Livestock. Some native pigs are kept at Iagobei. There are no imported animals.

(H) Forests. The area is covered with medium density rainforest, not commercially valuable.

(I) Commerce and Industry: Nil.

- (J) Land No land disputes were encountered. No land was noted which would be an advantageous acquisition for the Administration.
- (K) Complaints. Some minor complaints were mediated and settled.
- (L) Courts. Two adultery cases were heard before the local court. One rape case was transferred to the District Court.
- (M) Rest Houses. Generally the rest houses were clean but of very poor construction. The Titeiawara camp is of log construction and pandanas roof. It is purely a work camp. These are all marked on the map.
- (N) Carriers. These were readily available. They are not strong and could only carry light loads.
- (O) Health. The Hiakwata Aid Post Orderly has gone on leave. However the people are generally free from introduced disease and have only occasional deaths from malaria and pneumonia.
- (P) Education. Department of Education has a Primary "T" School at Hiakwata. The head teacher is Winston Doyore. He is a keen man and has obtained an amount of co-operation from the people. There are 93 children at the school. There are no other schools in regular operation.

(Q) Roads and Bridges. The patrol paths have not been gazetted. Generally they are in fair condition. The Aseki/Wau Road has been surveyed and pegged for approximately 37 miles. Five miles remains unsurveyed between the Ivaki and Auangina creeks. It remains unsurveyed because this Officer was transferred before being able to complete the job.

Total length of road to Kapau/Angala Junction	42ml.
Total length surveyed.	37ml.
Total length cleared of bush.	35ml.
Total length made road.	3.5ml.
Number of bridges required	5
Major areas requiring explosives	3
Minor areas requiring explosives	12

(2)

(Q) Roads cont.

The valley is extremely difficult to build roads thru. The Kukukuku Escarpment has been bypassed, to the north, thus eliminating a major obstacle to the road.

Chain saws are required to cut the the 100 to 200 foot high trees on top of the range.

Angaiwunge, Angabaka, Hiakwata, Pinamunga, Titawowi and Kwandawati men have done most of the work to date. Some Komakwata men are also clearing bush near the Kapau/Angaia junction.

(R) Cemeteries. These are situated in every village and are generally overgrown.

(S) Airfield. NIL

(T) Anthropological. This area has been covered by experts and nothing new or unusual was discovered.

(U) Labour. Comments as per (E)(5)&(6) above.

(V) Census. No census was conducted, because it was not req by the patrol instructions.



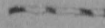

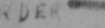

(W) Geography/Topography/Botany. The Geography and topography is outlined in (A) above. Specimens of orchides were collected thru the area. These range from Dendrobium Oxyglossium to Acanthephippium Papuarum. In all, some 40 varieties were collected and returned to Asaki. There are samples now hanging in the orchid house on the station. A number were removed to Lae for identification by Mrs. A. Miller of Forestry Department. I am advised that the rarer alpines collected have little chance of survival at sea level, after the descent from 8000 feet. Hence the bulk of the collection is now housed at Aseki station. About half the collection has been identified and labled.

(X) Personnel. Nil other person accompanied the patrol.

(Y) Hotels, Hostels, Guest Houses, Service Stations. NIL.

END



KEY - FOUR MILE
 RIVERS 
 MOUNTAINS 
 ROADS 
 GOV. STATIONS 
 R.N.C. BORDER 
 SURVEY LINES 
 H. E. PATON, 1943

MAP 1, 1943
 DRAWN BY Y.M.P.
 1943



KEY FOURING
 RIVERS
 MOUNTAINS
 ROADS
 GOV. STATIONS
 R.N.G. BOARDER
 SURVEY LINES
 (EXPLANATION OF SYMBOLS)

PART EAST OF WAU
 TRACED BY S. A. BARRIS, 1910



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MORCBE Report No. ASEKI No. 3 of 1969/70

Patrol Conducted by Mr. G.C. Connor Assistant District Officer

Area Patrolled LOWER KAREEBA RIVER AREA

Patrol Accompanied by Europeans Mr. G.H. Long Assistant Patrol Officer,

Natives 3 P. & N.G.C. 1 Interpreter
1 Aid Post Orderly.

Duration—From 2/9/1969 to 12/9/1969

Number of Days ELEVEN

Did Medical Assistant Accompany? NO

Last Patrol to Area by—District Services 3/5/1968

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

Map Reference WAU STRAT. SERIES

Objects of Patrol To further the Administration's influence and investigate reports of a crashed aircraft in the area.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

1/11/69

[Signature]
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
.....
.....

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

4-1-3
 67-6-21

23rd October, 1969.

The Regional Director,
 Department of Civil Aviation,
KONEDOBU.

REPORT OF CRASHED AIRCRAFT - KAREEBA RIVER.

Attached please find copies of extract from Aeski Patrol Report No. 3 of 1969/70 regarding a vague report of a crashed aircraft in the lower Kareeba River area of the Gulf District.

2. The patrol was unable to find anything to substantiate the report of a crash. The next patrol to this area will make further inquiries.

3. I would be grateful if you would advise if you have any information which may in some way relate to a report of a crash in this area.

(T.W. ELLIS)

Secretary
Department of the Administrator.

67-6-21

Division of District Administration,

23rd. October, 1969.

District Commissioner,
Morobe District,
LAE.

PATROL NO. ASEKI 3/69.70

Your reference 67-2-11 of 13th. October, 1969.

2. I acknowledge with thanks receipt of Special Report by Mr. C.H. Long, Assistant Patrol Officer to Lower KAREEBA River area.

3. Sound contact appears to have been made with this small group of primitive people.

4. Extracts from the report have been forwarded to the Regional Director of Civil Aviation for his information.

5. Messrs. Connor and Long conducted an effective patrol. Mr. Long's short report is a sound effort.

(T. W. ELLIS)

Secretary

Department of the Administrator.

C.C.
Mr. C.H. Long,
Assistant Patrol Officer,
Patrol Post,
ASEKI. Morobe District.

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



TERRITORY OF PAPUA AND NEW GUINEA

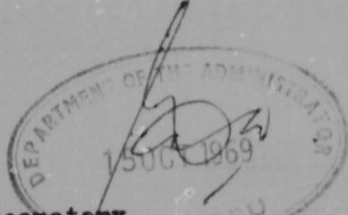
67.6.22(9)

In Reply
Please Quote

No. 67.2.11

Division of District Administration,
Department of the Administrator,
Morobe District,
L A E.

13th October, 1969.



The Secretary,
Department of the Administrator,
KONEDOBU.

ASEKI PATROL REPORT NO.3/69-70

The original and duplicate of a report of a special patrol to the lower KAREEBA RIVER group is attached, together with comments from the Assistant District Commissioner, Menyanya, and Patrol Instructions issued by the Officer in Charge of Aseki Patrol Post.

Mr. Long has provided an adequate assessment of the situation in the lower KAREEBA.

It is possible that the Regional Director of Civil Aviation may have on his files notices of aircraft which have not as yet been found. You may wish to contact him to ascertain whether or not an aircraft is likely to have crashed in this area in the post-war years.

Also enclosed is a copy of the comments made by the O.I.C. Aseki Patrol Post.

The Assistant District Commissioner, Menyanya, has been requested to advise me of the name of the provisional appointee to the position of Lulusi.

Atts:

H.P. Seale
(H.P. SEALE)
District Commissioner

who claimed to have worked in the area during the patrol to the
area which is being cleared the people against the government as
the first patrol received a good report that the area was
changed.

REMARKS

The people of the 'Sungai' group were seen
at the same location which appears to be the same
place as the 'Sungai' group. The people of the 'Sungai' group



TERRITORY OF PAPUA AND NEW GUINEA

8

Telephone
Telegrams
Our Reference
If calling ask for
Mr.

Department of District Administration,
Meyrupu,
Morobe District,
30th September, 1969.

The District Commissioner,
Morobe District,
DAB.

ASEKI PATROL REPORT No. 3
LOWER MAREEBA.

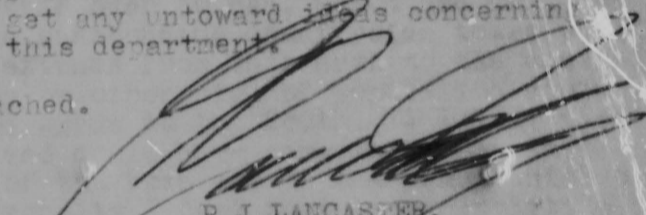
Attached is the above mentioned report by Mr. O. Long,
A.P.O.

The patrol was conducted by Mr. A.D.O. Connor but was
written by Mr. Long in order that he gain experience in the
compilation and presentation of Patrol Reports.

Mr. Long has presented a comprehensive assessment of
the situation in and around this newly contacted and remote
village. Administration of this type of village is difficult
as it is so far from the Administrative Centre.

The "lost aircraft" still remains a mystery and I would
suggest that further attempts to find it be left for a period
so that these people do not get any untoward ideas concerning
the interest being taken by this department.

Camping claims are attached.


P.J. LANCASTER,
Assistant District Commissioner.

c.c. O.I.C. Aseki.

Note - copies of your comments and instructions forwarded to
this office should be sufficient for each copy of the Patrol Report.

who claimed to have worked in the area. The patrol to have
and seems to have turned the people against the government, as
the first patrol received a good reception. This situation was
changed.

PEOPLE

The people of the Sengga group speak a language
substantially different which appears to be different from the
present area. I think the reasons for this are

TERRITORY OF PAPUA AND NEW GUINEA.

(4)
(7)

Ref.67-1-1

Department of District
Administration,
Patrol Post,
ASEKI.

21st of September.

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

ASEKI PATROL No.3 - 1969/70.

Herewith please find attached four (4) copies of a report on the above patrol submitted by Mr.C.H.Long Assistant Patrol Officer.

As this was Mr.Long's first patrol and first effort at reporting such, I feel that he has produced a fairly legible and readable article. Improvement will no doubt come with time.

As this report is to be submitted in lieu of one by myself the comments on the patrol itself from my way of thinking are as follows.

(1) When this group of people were initially contacted by Patrol Officer Hoggen in 1968 their number totalled 50 or so. This patrol counted a little over 50 men, women and children and from the looks of the surrounding countryside there would be little more. Jungle extends from this area to the coastal swamps and not one garden or other sign of population could be seen from Samang'gwepa on wards to the South. A Luluai was provisionally appointed and could have some influence in bringing the people out of the bush and into a group which they have started to do. Personally I feel that there is little the Administration can do for the advancement of this group at this particular stage of the country's development apart from spasmodic visits as the area is at least 4 hours diversion from the normal patrol route through the Kareeba/Indiwi.

(2) No light was shed on the matter of the alleged missing aircraft and I feel that the whole thing is a myth. If a crashed aircraft has been located by a local from this region then it more than likely lies near BULLDOG (some 2 days extra walk) when there are quite a number.

G.C. Connor
Officer-in-Charge.

(6)

ASEKI Patrol Post
MENYAMYA Sub District
MOOSE District.

ASEKI PATROL REPORT No.3 of 1969/70.

Patrol Conducted by: G.C.Cennor, A.D.O.

Designation: Special,

Area Patrolled: Lower Kareaba River Area,

Personel Accompanying
Patrol: C.H.Long, A.P.O.?
3Members R.P.&N.G.C.
1 Interpreter,
1 Aid Post Orderly.

Duration of Patrol: 2nd September 1969
to
12th September 1969.

Number of Days: 11 Days.

Last Patrol to Area: 3rd May to 13th May 1968.
11 Days.

Objects Of Patrol: To further the Administrations' influence in the area and investigate reports of a crashed ~~XIENKIXI~~ aircraft in the area.

Map Reference: Wan Strat. Series.

Village Population Register Not Included.

1. On 2nd September 1969, the patrol was met by a group of people who claimed to have worked in the area during the patrol in 1968 and were in some degree the people against the government. The patrol received a gift of some items, but did not accept them.

2. The people of the patrol were told that the government was not interested in the area and that they should be free to do as they pleased. I think the people of the area are very happy and are very friendly to the patrol.

PATROL DIARY

- 2/9/69 Departed Aseki 0915, passed through Wengia village along good track. Crossed Kapau River 1215, walked up steeper track to Mungo. Mr. Connor talked to villagers about various problems. Made camp and slept at Mungo.
- 3/9/69 Departed Mungo 0830. Stopped at Kalasu, talked to villagers for ½ hour. Track down to Kabu River and up to Angobio village No. 2 very steep and rough in places. Villagers very shy, few men around, bought some raw sugar cane. Arrived Angobio No. 1 1615. Water and sweet potatoe ready and patrol received a good reception. Food bought for carriers and camp made.
- 4/9/69 Thirteen carriers paid off and replaced. Mr Connor instructed the Luluai to have track cleared for return trip. Carriers departed 0845. Aid Post Orderly treated 16 women and their children. Remainder of patrol departed 1000, arrived Kukihu 1105, track along ridge good. A.P.O. treated 40 villagers mainly for skin diseases. Mr. Connor had general talks with villagers and decided to stay overnight as this village had not been visited for 16 months.
- 5/9/69 Departed Kukihu 0800, walked downhill but rain forest thicker and track overgrown in places. Arrived Samang'gwepa 1150, much quicker than estimated. Very small and primitive village, shy, fearful people. Food bought for carriers.
- 6/9/69 Mr. Connor waited for villagers to come to our camp. After lunch 25 men, 10 women, and 20 children came for informal talks, but villagers still reticent and evasive with patrol.
- 7/9/69 A pig was purchased and shot for food and to demonstrate our firepower; natives impressed but did not stay.
- 8/9/69 Mr. Connor made enquiries about the reported crashed aircraft, but the villagers were still afraid and seemed to be hiding something. However 5 men accepted his invitation to come to Aseki and see more of what the government does.
- 9/9/69 After 4 day stay departed Samang'gwepa 0930, myself at end of carriers. Track much more slippery due to heavy weekend rain. Arrived Kukihu 1330 and spent day and night there.
- 10/ 9/69 Departed Kukihu 0945, arrived Angobio No. 1 1005. Angobio carriers paid off and replaced. Departed Angobio 1045, travelled down to Kabu River and made camp. A.P.O. arranged for one child with suspected cerebral malaria to come to Aseki.
- 11/9/69 Departed Kabu River 0830, walked up steep track. Stopped at Kalasu and Mungo for ½ hour each. Arrived Iwatimnga village 1600 and camped overnight.
- 12/9/69 Departed Iwatimnga 0715, brought 12 men to Aseki with us. Arrived Aseki 0930.

End of Patrol

INTRODUCTION

This patrol was a follow up patrol to the one conducted by Mr. H.W. Heggen, Patrol Officer, in May 1968. There were two purposes, namely:

- 1/ To further the Administration's influence with a group of Wandis ^{people} near village, near Tabaigo River.
- 2/ To further investigate reports of a crashed aircraft in the area.

Mr. Heggen's patrol was the first patrol to the area and 16 months had elapsed since. The report of the crashed aircraft did not come from the Department of Civil Aviation, but from a Mr. Stewart, E.M.A. Wau, while on medical patrol in September 1967. He reported that a Tabaigo village man said that he had heard of a crashed aircraft in the area now known as Samang'gwepa.

Mr. Heggen interviewed the Tabaigo man during the Election Patrol of February 1968 at Kakiva, and unsuccessfully sought information about the aircraft from the Wandis village Luluai.

Apart from Wengia, Mungo and Kalasu, none of the villages had been visited since May 1968, and these villagers were ^{reluctant} to discuss their affairs and problems with Mr. Connor, which suggests that more patrols should be sent to the area.

SITUATION REPORT

POLITICAL

As this was only the second contact the people of Samang'gwepa were naturally very primitive politically, not having even a Luluai. There was one man whom I estimate to be about 30 years old, who was the dominant leader though the young to middle aged men also had a say in governing the village. The interpreter spoke for some time about Papua-New Guinea, the political divisions, local and central government, but the villagers showed little apparent comprehension.

However, it is probable that they were aware of the outside world, probably before the initial contact. Since the last patrol a young man not from Samang'gwepa, but living there, who claimed to have worked in Wau, asked the patrol to leave and seems to have turned the people against the government, as the first patrol received a good reception. This situation was later changed.

ECONOMIC

The people of the Samang'gwepa area have only a subsistence economy which appears to be adequate for their present needs. I think the reasons for this are:

ECONOMIC Cont.

- 1/ Very recent initial contact- relative ignorance of the outside world.
- 2/ No contact with the Department of Agriculture, Stock and Fisheries.
- 3/ No roads to transport goods to market.
- 4/ No real need at present for money; there being no Head or Local Government Council Tax. Articles such as machetes, axes, tobacco, matches and salt are bartered for with food.

The native diet consists mainly of taro, sweet potatoe and bananas, but the gardens, though plentiful, ~~were~~ were not as well maintained as in more settled areas. Some banana plants had leaves tied around the fruit ~~for~~ for an unknown reason. There was a plentiful supply of native pigs.

Although the rain forest is very thick and abundant with Cak, Teak, and Rosewood, the absence of roads prevents any exploitation of forestry.

SOCIAL

It was difficult to observe village customs in Samang'gwepa, due to their shyness, however the women were obviously considered inferior and never spoke to the patrol, always turning their backs and covering their bowed heads with pigskin shawls. There was a strong communal tie, with everyone present at meetings with the patrol, though only the men spoke.

A few men wore European clothes but most of the villagers wore grass skirts, beads and armbands. The mens' hair was cut in an extreme basin cut with only a small patch of hair at the crown.

Population of the immediate village area is 55.

HEALTH

None of the Samang'gwepans were treated by the Aid Post Orderly and superficially they appeared healthy. With the proximity of the Gulf District swamps there were no doubt other diseases not apparent. All the people were filthy and showed signs of ageing quickly. Mr. Connor hopes to build an aid post in Angobio No. 1 village, and this would greatly improve the health services in the area. One man and one baby were brought to Aseki for Malaria treatment.

MISSIONS AND SCHOOLS

There were no missions or schools past Angobio No. 1. The New Tribes Mission have a Bible teacher at Angobio No. 1 and a school teacher at Wengia.

MISCELLANEOUSGeography

There are marked geographical changes between Aseki and Samang'gwepa although the land structure of steep mountains and deep valleys is basically the same. After the Kabu River there are no large rivers and most villagers are situated on ridges. The further the patrol went, cash crops and organised gardens became fewer, consequently the terrain is rougher and wilder. In Papua, between Angobio No.1 and Samang'gwepa, the track is covered in exposed, intertwined tree roots in many places as the rain forest is denser and more varied.

Climate

Samang'gwepa is at an altitude approximately 2000 feet lower than Aseki and is near the Gulf District swamps. It is much warmer though the rainfall is lower. Humidity is higher and there are bigger and more numerous insects.

Carriers

On the trip back I walked at the rear of the line, and apart from a few slackers the carriers worked very well.

Rest Houses

Kukihu rest house was the best of the 5 we slept in, being large, well built and weatherproof. Samang'gwepa rest house was small but surprisingly good considering the primitive village. Iwatimnga Police house was in bad condition and collapsed.

CONCLUSIONS

The primary object of the patrol, that of furthering the Administration's influence, was successful in spite of the attempt by the immigrant worker from Wau to turn the people against the government and get us to leave. This man was embarrassed and lost face when the patrol stayed and proved to be friendly and honest. In addition three men agreed to visit Aseki to see more of what the government does. The leader in Samang'gwepa was included and Mr. Connor provisionally appointed him the Luluai, so there are promising signs.

In spite of this apparent acceptance the patrol was unsuccessful in investigating the report of the crashed aircraft. Mr. Connor thinks the Samang'gwepans may be afraid to reveal the aircraft's whereabouts, if it exists, for fear of punishment for not revealing them to the previous patrol. We could not detect any metal pieces in the village that could have come from an aircraft. It seems doubtful if there is a crashed aircraft in the area, though future patrols should watch for any indicating signs.

C.H. Long
C.H. Long

Assistant Patrol Officer.

①



SCALE 1" = 4 MILES

DRAWN BY M. G. P. 1961



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Steel

District of MOROPU Report No. 100/1970

Patrol Conducted by C.F. LONG, Assistant Patrol Officer,

Area Patrolled LANGIAR CENSUS DIVISION.

Patrol Accompanied by Europeans Nil.

Natives 1 (MOROPU R.F.S. H.Q.)

Duration—From 19/5/70 to 20/5/70

Number of Days 23 Patrol was broken.

Did Medical Assistant Accompany? Yes, MR RESIDENT AIRCRAFT COUNCIL.

Last Patrol to Area by—District Services 1/4/70

Medical 14/5/70

Map Reference FOURTH OF AUG.

Objects of Patrol Further Construction of Langiar Airstrip.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

1 / 5 / 19 70

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



TERRITORY OF PAPUA AND NEW GUINEA

Telephone.....
Telegrams..... **67-3-2**
Our Reference.....
If calling ask for.....
Mr.....

Department of District Administration.

**Monyanya,
Morebe District.**

24th June, 1970.

**The District Commissioner,
Morebe District,
LAE.**

ASEKI PATROL REPORT No. 5 - 69/70

A.P.O. C.H. LCNG.

Attached are three copies of the abovementioned. It actually should be treated as an appendix to Aseki Patrol No. 6 and has been completed to facilitate camping allowance claims for this fiscal year.

Progress for the past month has been slow on the airstrip but the overall result for the year's work has been quite pleasing.

Camping claims are attached.

**P.J. LANCASTER.
a/Assistant District Commissioner.**

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67-2-1

Division of District Administration,
Morobe District,
LAE

30th June, 1970.

The Secretary,
Department of the Administrator,
KONEDOBU

ASEKI SPECIAL PATROL REPORT
NO. 5 - 1969/70

Attached hereto please find two copies of the above patrol report together with covering comments by the Assistant District Commissioner. The report covers Mr. Long's continued stay at Langimar where he is engaged in supervising the construction of an airstrip which will serve as an alternative to Aseki and give us access into the Langimar area. The report discloses that progress is as well as was expected.

Mr. Long is benefitting from his close association with the people and I am becoming more and more convinced that this type of activity gives the best type of training for officers when they first come to the Territory.

(H.P. Seale)
(H.P. SEALE)
District Commissioner

Patrol Temporarily Stood Down

ASEKI Patrol Post,
MENYAMIA Sub District,
MOROBE District.

ASEKI PATROL REPORT No.5-69/70.

Patrol Conducted by: C.H.Long,
Designation: Assistant Patrol Officer,
Area Patrolled: Langimar Census Division, Aseki,
Personel Accompanying Patrol: 1 Member R.P. & M.G.C.
Duration of Patrol: 7th, May, 1970 to 20th, June, 1970.
Number of Days: 23, Patrol was broken,
Last D.D.A. Patrol to Area: 7th. April, 1970.
Objects of Patrol: Further construction of Langimar Airstrip,
Population of Area: 774,
Map Reference: Fournal of Wau, refer report No.6-69/70,
Village Population Register Not Included.

Patrol Temporarily Stood Down.

Population

- 7/5/70 THURSDAY.
Departed Aseki by car 1000, started walking at Odiwa 1150, having had car trouble. Arrived Benua 1600 with Const. Nop.
- 8/5/70 FRIDAY.
A few workers reported for work at 0800. Very little work done in my absence. Went to Wap'palala in afternoon to get some stove pipes from the S.I.L. house. Installed two obsolete Police stoves in the rest houses, great help. Settled Oteteie marriage dispute and despatched Const. Nop to Aseki with Wap'palala man wanted for court hearing.
- 9/5/70 SATURDAY.
Observed at Langimar.
- 10/5/70 SUNDAY.
Observed at Langimar.
- 11/5/70 MONDAY.
Work commenced on grids 25 & 26. Grass covering grids 1-18 cut.
- 12/5/70 TUESDAY.
Labour reported 0800, work continuing. Hospital Orderly Sanik, on patrol, supported and added to my previous comments on village hygiene during a talk to the workers.
- 13/5/70 WEDNESDAY.
Labour reported 0800. Dealt with a couple of absentees. H.O. Sanik gave a talk on health to the Langimar women. Two pneumatic tyres sent to Aseki for repairs.
- 14/5/70 THURSDAY.
Labour reported 0800. Grids 25 and 26 nearly finished. H.O. Sanik departed for Aseki.
- 15/5/70 FRIDAY.
Labour reported 0800. Work progressing.
- 16/5/70 SATURDAY.
Observed at Langimar.
- 17/5/70 SUNDAY.
Observed at Langimar.
- 18/5/70 MONDAY.
Atapaura and Wap'palala workers reported 0800, few absentees. Wheelbarrow wheels returned from Aseki.
- 19/5/70 TUESDAY.
Labour reported 0800. Work continuing.
- 20/5/70 WEDNESDAY.
Labour reported 0800. Used Abney Level extensively with Const. Nop. Excavation starting to look like an airstrip.
- 21/5/70 THURSDAY.
Labour reported 0800. This line of workers had worked well during the week. Except for some minor surfacing, 400 feet now ready for grassing. Selected carriers from Oteteie and gave instructions for work to be done in my absence, mainly shifting earth further from the sides.
- 22/5/70 FRIDAY.
Departed Langimar 0830 with Const. Nop to look after station in the absence of the OIC.

Patrol Temporarily Stood Down/

- 14/6/70 SUNDAY. Patrol Resumed
Departed Aseki with Const. Nop 0900 for Langimar, arrived Benula 1450 after leisurely walk. Bought some food and made camp.
- 15/6/70 MONDAY.
Queen's Birthday holiday observed at Langimar.
- 16/6/70 TUESDAY.
Atapaura and Wap'palala line due to start but did not arrive. I discovered that the Atapaurans had all gone to Bulolo with their luluai and tultul who had business there. Const. Nop was despatched to Wap'palala and returned with the luluai who claimed that his line thought the holiday included Tuesday and had therefore stayed in their gardens. I informed him that I had not spoken to any Wap'palalas about the holiday and that he should ensure that all his line were present the next day. Inspected work done during my absence and discovered that about one days work had been done.
- 17/6/70 WEDNESDAY.
Five Wap'palalas reported 0800, all present by 0900. Assembled workers for a talk. I explained why I was away for longer than expected and expressed my annoyance that so little had been done. It was pointed out that Menyanya could be used in the near future as an alternate airstrip to Aseki as the vehicle road link was almost completed, therefore the Langimar airstrip was even more to their benefit, at present. Workers started work on final surfacing of grids 25 & 26 using small holes dug by Const. Nop and myself the previous day, as levels.
- 18/6/70 THURSDAY.
Labour reported 0800. Work progressing. Weather still overcast.
- 19/6/70 FRIDAY.
Labour reported 0800. 400 feet now ready for grassing. Despite intermittent rain the surface is mostly hard and cracked and will therefore require digging with forks later on.
- 20/6/70 SATURDAY.
Departed Langimar for Aseki 0900, arrived station 1400.

Patrol Stood Down.

Work to continue in new financial year.

C.H. Long
C.H. Long.
Assistant Patrol Officer.

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RATION

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This report is an interim report on work in progress on the Langimar airstrip, first reported on in report No. 6-69/70, which contains all background information. The reversal on report numbers is due to a mistake made six months ago. The excessively large area for the ~~the~~ Langimar census division, 1500 square miles, quoted in the previous report, was based on incorrect information obtained from the Langimars about the boundaries of their land and should be amended to read 50 square miles. There is no additional information of the situation report type to add to that included in report No. 6-69/70.

Unfortunately I have been required to spend two considerable periods of time on the station in the two months since the last report was written, and therefore little work has been done. The Langimars are still keen to have an airstrip but do not work well without direction. In addition frequent use has to be made of the abney level at this stage and of course they cannot use this.

At the start of April 300 feet had been roughly levelled, which was a good effort considering the amount of work involved. At the end of May 400 feet had been done and I intended to do the final surfacing of this on my next visit. Instructions were given to the workers to remove earth ~~from~~ the sides and to terrace the higher sides but very little of this was done. My ~~return~~ return in June was delayed by duties on the station but never the less final surfacing of 400 feet has been completed. In the new year work will commence on the remaining 900 feet of the lower half. At the northern end some filling will be required but the majority of these lower grids require grading only and should be completed quickly. Provided there are no unforeseen delays and I am able to spend the greater part of July at the airstrip, I estimate that grassing of 1300 feet should commence in August. This should allow the strip to be used by November. However, Mr. R. James of D.C.A. advises that 1500 feet is the minimum length required for charter operations. The 700 to 900 foot sections are very large and will take at least three months to excavate with the labour available. On these figures I estimate that aircraft should be able to use the Langimar airstrip by February 1971.

Although a road link to Aseki is highly desirable, the decision as to whether or not it is constructed before the remaining 700 feet of airstrip can be left until the lower half is completed and in use. The vehicle road link between Aseki and Menyama is nearly finished and Menyama could be used as a standby airstrip when Aseki is closed in, as it is only ~~1 1/4~~ 1 3/4 hours drive. After a break from work, road construction would provide a change and also money for the Langimars and I think these factors should be considered. Money obtained from roadwork would help economic development and no doubt act as an added incentive to complete the entire airstrip.

Although progress may appear slow when compared to some other projects, it should be remembered that there are only 60 workers available at one time and constant supervision is very difficult.

C.H. Long

C.H. Long,
Assistant Patrol Officer.

Amount Returned to Store



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of MOROBE Report No. ASEKI No. 6 of 1969/70.

Patrol Conducted by C.H. LONG Assistant Patrol Officer.

Area Patrolled LANGIMAR CENSUS DIVISION.

Patrol Accompanied by Europeans Mr. P.W. HITZKE A.P.O. (1 week) 2 visits by O.I.C.
1 " " A.D.C.

Natives 1 MEMBER R.P. & N.G.C.

Duration—From 30/11/69 to 7/4/70.

Number of Days 67 (PATROL ~~XXX~~ WAS BROKEN)

Did Medical Assistant Accompany? NO. ONE RESIDENT AID POST ORDERLY.

Last Patrol to Area by—District Services 3/10/1968.

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

Map Reference WAW FOURMIL

Objects of Patrol Census compilation, survey and construct new Langimat airstrip.

Director of District Administration,
PORT MORESBY.

Handwritten signature

Forwarded, please.

/ / 19

District Commissioner

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

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

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

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GFB: MJ

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67-6-89

Konedobu.

5th June, 1970.

District Commissioner,
Morobe District,
L A E.

ASEKI PATROL NO. 6-69/70:

Your reference 67-2-11 of 20th May, 1970.

I acknowledge with thanks, receipt of Special Report and Annual Census by Mr. C.H. Long, Assistant Patrol Officer of the LANGINAR Census Division.

Your comments adequately cover the points of interest raised by the report. A routine patrol, calling for little further comment.

The census figures will be further commented on under separate memorandum.

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

c.c. Mr. C.H. Long,
Patrol Post,
ASEKI.
Morobe District.

67-6.89
(21)



Division of District Administration,
Morobe District,
LAE.

67-2-11

20th May, 1970.

Assistant District Commissioner,
Sub-District Office,
MENYAMYA

ASEKI PATROL No. 6 OF 1969/70

I acknowledge receipt of Aseki Patrol No. 6 of 1969/70 conducted by Mr. C.A. Long, Assistant Patrol Officer, to the Langimar Census Division. This report is a creditable effort on Mr. Long's part, although as you say it is marred by the standard of typing which he should make every effort to improve. Mr. Long has obviously applied himself conscientiously to his duties and is to be commended. I agree with you that his estimate of the total area of land owned by the Langimar people is excessive. I think 150 square miles might be nearer the mark, assuming they claim ownership of all land in the Langimar as far as the Banir.

Please advise Mr. Long that he should avoid becoming involved in religious argument of any sort as the Administration is neutral in matters of doctrine and church discipline etc.

Your covering comments adequately cover the remainder of the report.

(H.P. SEALE)
District Commissioner

MINUTE

→ The Secretary,
Department of the Administrator,
KONEDOBU.

Attached please find the original and one copy of the above mentioned patrol report together with covering comments by the Assistant District Commissioner.

H.P. Seale
(H.P. SEALE)
District Commissioner

Land Tenure and Use.

As the whole of the Menyama sub-district has only 1625 square miles of land I feel that the estimate of 1500 square miles for the Langimar may be a trifle excessive.

I strongly query Mr. Long's assesment of the female inheritance pattern for land. This strongly suggests a cognatic system which the Langimar's do not use.

Possibilities of Expanding the Economy.

From my discussions with these people they most certainly do understand the logic of the airstrip - they wouldn't have asked for these things if they did not. It must also be rembered that the Langimars started construction of their road on their own accord without any assistance whatsoever from the Administration.

.....

Camping claims are attached.

P. H. LANCASTER,
a/Assistant District Commissioner.

TERRITORY OF PAPUA & NEW GUINEA.

67-3-2

Sub-District Office,
Menyanya,
Morobe District.

13th May, 1970.

The District Commissioner,
Morobe District,
LAE.

ASEKI PATROL REPORT No. 6 - 69/70

C.A. LONG - LANGMAR

Attached are three copies of the abovementioned patrol report. I am more than pleased with the sustained effort Mr. Long has made in the field and for the manner in which these activities have been reported.

Mr. Long is still at the "hunt and peck" stage with typing and the typing errors should be overlooked.

Comments

Diary and Special Report on Airstrip.

Mr. Long is far too preoccupied with the thoughts that the Langimar people are "trying him" attempting to "get one up on him" and the like. The basic fact remains that these people want this airstrip and they asked for assistance in its construction. They realise full well that it must be constructed on a voluntary basis as this was part of the prior agreement. They are happy to do this.

Of course they are going to ask for money and payment of labour. Anything is worth a try and if they did not do this I would be most surprised at the basic change of character as they have been doing this sort of thing ever since the government contacted them. It should not be frowned on.

2. Political. Mr. Long's presence in the area and his frequent informal talks concerning political education in the area should assist this process greatly.

3. Economic. The Langimar people already realise the importance of the road link to Aseki. It is to be hoped that the presence of the new airstrip will encourage some expatriate trading with produce in the area.

4. Social. The basic social pattern in the area is the same as that in the bulk of the Menyanya administrative area. It demonstrates some instability as the result of mission and administration influences but strong traditional affiliations predominate.

4. SPECIAL REPORT - AIRSTRIP.

I will not deal with this in detail as I have already written to you concerning this project. Progress is quite good on the strip as the task is a large one and will take a considerable time to complete. I concur with Mr. Long's assessment that the strip should be completed in sections. However there should be no thoughts at this stage of immediately starting the road after the lower section is completed. The people would need at least two months rest so that their subsistence gardens can be put in order and so that they can have a break from general road and airstrip labour.

AREA STUDY.

TERRITORY OF PAPUA & NEW GUINEA.

67-3-2

Sub-District Office,
Menyanya,
Morobe District.

17th December, 1969.

Mr. C. Long,
Patrol Post,
ASEKI.

ASEKI PATROL NO. 6- 1969/70 - LANGIMAR.

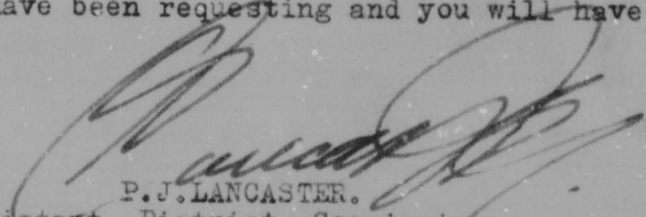
These instructions are to supplement my verbal instructions passed to yourself last week.

Your sole aim on this patrol will be the construction of the airstrip at or in the Langimar. You have a plan drawn by D.C.A. and you are familiar with their requirements. The instructions contained in this plan are to be followed without alteration or deviation. You should have no difficulty with the lower section but the top section will take time.

This is not a rural development project and funds will not be provided. The people in the Langimar are to work on a voluntary basis. I am sure of the keenness of the people to have an airstrip and I am sure that you will receive the fullest co-operation from them. You must, however, impress upon the people that before the strip itself is of any real value a road will have to be constructed from the strip to join the Menyanya Aseki road and then the strip can be used as an alternate landing site when Aseki is closed due to weather.

As I have told you I require an "air of permanency" about your camp. You will be in the Langimar for a long period so get yourself as well established as you can. Construct a resthouse of a good standard and build yourself a decent police camp, stores etc. These people have wanted an Administration Officer in their valley for years and the better established you are the better your relationship with them will be.

Aseki is your posting but for all intents and purposes the Langimar will be your home for the next 6 months at least. Get yourself well established and give these people the solid administration that they have been requesting and you will have achieved a great deal.


P.J. LANCASTER.
Assistant District Commissioner.

ASEKI Patrol Post,
MENYAMYA Sub-District,
MOROBE District.

17

ASEKI PATROL REPORT No. 6 of 1969/70.

Patrol Conducted by: G.H.Long,
Designation: Assistant Patrol Officer,
Area Patrolled: Langimar Census Division?
Personel Accompanying Patrol: Mr.P.W.Hitzke,A.P.O. (1 week)
A.D.C. & C.I.C. (visits only)
1 Member R.P.& N.G.C.
Duration of Patrol: 30th. Ncvember,1969, to
7th. April,1970.
Number of Days: 67, Patrol was broken.
Last D.D.A. Patrol to Area: 3rd. Octber,1968.
Objects of Patrol: Compilation of annual census and
construction of new Langimar airstrip.
Population of Area: 774, Village Population Register
enclosed.
Map Reference: Fourmil of Wau.
Village Population Register Included.

PATROL DIARY30/11/69, SUNDAY

Deparated Aseki 0830 by car with Mr.R.James, D.C.A. Assistant Airport Inspector. Started walking at Oiwá village 0850, arrived Benula village 1300. Bought food, introduced ourselves and explained the twofold purpose of the patrol. Friendly reception. Walked down to the Benula-Otetie rest house adjacent to the existing airstrip and made camp.

1/12/69, MONDAY

Benula and Otetie workers arrived 0900, one hour late. After talk with the luluais, all agreed to be on time in future. Walked over existing airstrip with Mr.James. He decided to change the axis bearing from 3'-183' to 15'-195', thus enabling an extra 200 feet to be added to the northern end and 700 feet to the southern end. Workers then cut the kunai grass covering the existing airstrip and the site for the new one. Actual measuring and surveying started after lunch, interrupted by heavy rain but nearly finished at dusk. Slept at airstrip rest house.

2/12/69, TUESDAY

Surveying and checking completed. Mr.James departed for Aseki 1300 after leaving preliminary instructions for airstrip construction. Heavy afternoon rain prevented taking Benula or Otetie census. At 1530 investigated Otetie infanticide case with Const. Albert, confession obtained after dinner. Slept at airstrip rest house.

3/12/69, WEDNESDAY.

0830 took Benula census, completed 1000. Had general talk to villagers about the purposes of the census and departed 1030, for Otetie. Completed Otetie census 1310. Talked to luluai and tul tul and returned to rest house for lunch. Listened to marriage dispute in Benula. Complicated by clash of custom and Christianity. Decided to confer with Aseki Lutheran missionary. Slept at airstrip rest house.

4/12/69, Thursday.

Deparated airstrip rest house 0900 for Atapaura. Sent carriers at Otetie. With Const. Albert, luluai and accused Otetie woman went to coffee garden area called Yepatap to look for the body of her illegitimate child said to have been murdered. After one hour's fruitless digging at the supposed grave, I instructed the luluai to take the accused to the Aseki Local Court. Departed 1100 and arrived Atapaura 1245. Had lunch and arranged for food and water to be brought. Took census, stopped by rain 1430. Paid some of the carriers, talked to villagers for some time and slept at Atapaura.

5/12/69, FRIDAY.

Completed Atapaura census and took details of adultery case. Departed for Wap'palala 0930, arrived 1245, carriers 1400. Took census, paid carriers, talked to villagers and slept at Wap'palala.

6/12/70, SATURDAY.

Inspected Wap'palala village; quite clean and tidy. Departed 0930, arrived Benula 1030. Talked to Benula people about the work on the future airstrip and departed for Aseki 1200. Further instructions given to Benula luluai for improving the track. Arrived Aseki 1700. Mr.P.H.Simpson, A.D.O. had arrived to replace Mr.G.C.Connor as O.I.C.

PATROL TEMPORARILY STOOD DOWN.

16/12/69, TUESDAY. PATROL RESUMED to build permanent camp. (15)

Departed Aseki 0830, arrived airstrip rest house 1400. Paid carriers, bought food and designed two new rest houses. Slept at old airstrip rest house.

17/12/69, WEDNESDAY.

0800 spoke to luluais and workers of all villages about the objects of this part of the patrol and sent them out to get materials for the two new rest houses. In the afternoon I inspected $\frac{1}{2}$ a mile of road behind Benula. A good road built by natives but in the wrong place. Also had very interesting talk with Langimars about their history and neighbours.

18/12/69, THURSDAY.

0800 construction of houses begun. Foundations and floors completed.

19/12/69, FRIDAY.

Framework of walls completed. Spent a lot of time in the Aid Post treating cuts as the Orderly was away.

20/12/69, SATURDAY.

Nails finished, not much work done. More nails arrived in the evening. Instructed the parents of a one month old baby to take her to Aseki the next day as I thought she had Malaria. Baby died that night.

21/12/69, SUNDAY.

All workers ostensibly at church so I worked alone.

22/12/69, MONDAY.

Kitchen nearly completed. Some men despatched to get Pandanas Palm bark flooring. More bamboo woven for walls.

23/12/69, TUESDAY.

Flooring layed, most wall coverings up.

24/12/69, WEDNESDAY.

Gave instructions for kunai roofs of both houses to be put on and departed 1000 with Const. Albert for Aseki.

PATROL TEMPORARILY STOOD DOWN.

4/1/70, SUNDAY.

PATROL RESUMED? (airstrip construction)

O.I.C. Mr.P.H.Simpson drove Mr.F.W.Hitzke, A.P.O. and myself to Oiwa village. Departed on foot 1050, arrived Benula 1530. Bought some food, introduced Mr.Hitzke, had a general talk with villagers and slept in the old rest houses as the new ones were not quite ready.

5/1/70, MONDAY.

Labour reported 0800 as arranged. Took all workers to airstrip site (2 miles walk) and spoke for some time about the airstrip and future road link to Aseki and their effects on the people. Everybody impressed. Following D.C.A. instructions work commenced at the 900 foot mark (measuring from the south end). Transverse ditches dug to obtain correct levels.

6/1/70, TUESDAY.

Labour reported 0800. Work on ditches continuing. Sent note to Aseki for spirit level, tape measure and string.

7/1/70, WEDNESDAY.

Labour reported 0800. Ditches almost completed. Arranged for bamboo and ~~mark~~ wood earth carriers to be built.

8/1/70, THURSDAY.

Labour reported 0800. Levels of ditches corrected and removal of earth commenced. A potentially serious grass fire was started by the workers but quickly put out. I spoke firmly on the dangers of grass fires and made it clear that in future permission had to be granted first.

9/1/70, FRIDAY.

Spirit level etc. arrived, levels of ditches proved proved correct. Removal of excavated earth in full swing.

10/1/70, SATURDAY.

Mr. Hitzke, Const. Albert and I put finishing touches to new rest houses. All of us then attended a party at Wap'palala. Settled a dispute between Atapaura and Otetie over placement of workers temporary houses.

11/1/70, SUNDAY.

Observed at Langimar. Settled another dispute between Atapaura and Otetie over a girl's choice of husband. Arrested two Otetie men for assaulting the tul tul of Atapaura. Refereed a soccer match and stopped another fight.

12/1/70, MONDAY.

Atapaura and Wap'palala workers arrived 0700. I gave them a similar talk about the airtrip. Mr. Hitzke departed with Const. Albert for Aseki 0730.

13/4/70, TUESDAY.

Labour reported 0800. Ground rather hard to dig due to lack of rain over the past few weeks, but work progressing steadily. Const. Albert returned with his family.

14/1/70, WEDNESDAY.

Labour reported 0800, work proceeding, nothing dramatic.

15/1/70, THURSDAY.

Labour reported 0800, steady progress.

16/1/70, FRIDAY.

Labour reported 0800, steady progress. I discovered during a chat that Amea village near Atapaura and Aiugi village near Wap'palala were nearly wiped out in raids by Hakwangis and Sikwangs about 1950.

17/1/70, SATURDAY.

Observed at Langimar.

18/1/70, SUNDAY.

Observed at Langimar.

19/1/70, MONDAY.

Benula-Otetie workers reported 0800, many not present. Firmly instructed both luluais to discipline lateness and absenteeism themselves as the airstrip was mainly for their benefit.

29/1/70, TUESDAY.

Nearly all the labour reported 0800. Steady progress. I spoke about the need to consult the Aid Post Orderly immediately illness occurred as too many had not been doing so thus making his job harder.

21/1/70, WEDNESDAY.

Labour reported 0800. Steady progress, arranged carriers for the following day.

22/1/70, THURSDAY.

Labour reported 0800. Gave instructions to the luluais on what was to be done in my absence and departed for Aseki 0845.

10/2/70, PATROL TEMPORARILY STOOD DOWN.

Labour reported 0800. Selected carriers for the following day and took two to walk with me off the track as I wanted to look at the route.

11/2/70, FRIDAY.

Labour reported 0800. Marked out the route to be worked and departed Langimar 0830. With two men accompanying I walked along the lower track from the airstrip to the river. Quite easy to build a road along this section. Drove through part of the main track next to the river and reached the Langimar-Langimar junction. Arrived Aseki 0930.

PATROL TEMPORARILY STOOD DOWN.

PATROL RESUMED28/1/70, WEDNESDAY.

Sent carriers ahead, departed Aseki 1230. Left Aseki-Menyama road further along towards Menyama, and followed my domestic along another track leading down to the Langimar River. Not suitable for a road. Arrived Langimar camp 1830.

29/1/70, THURSDAY.

Afew Benula and Otetie workers arrived 0800. When all were present, about 1000 I once again had a sharp talk. As reasonable appeals to the idea of self help were not having any effect and not wishing to "get tough", I said that there was plenty of other work in Aseki that I could do unless they changed their attitude.

30/1/70, FRIDAY.

Labour reported 0800. Took rollcall and went to Otetie to get absentees. Work progressing a little faster now.

31/1/70, SATURDAY.

Observed at Langimar, played soccer with locals.

1/2/70, SUNDAY.

Observed at Langimar, stopped soccer brawl.

2/2/70, MONDAY.

Labour reported 0800, all present. Several were treated at the Aid Post and the Orderly wrote a report on the general health of the workers. One or two trying to claim sick leave but few seriously ill.

3/2/70, TUESDAY.

Labour reported 0800. A.D.C. Mr. P.J. Lancaster and O.I.C. Mr. P.H. Simpson arrived 1300 for inspection. All luluais and tultuls present. A.D.C. and O.I.C. commented that I should finish the easier lower half first. Mr. Lancaster spoke to the luluais and tultuls about the strip and future road and explained the reasons why there was no Rural Development Funds. He also gave me advice on dealing with lateness and absenteeism. Messrs. Lancaster and Simpson slept at my house.

4/2/70, WEDNESDAY.

A.D.C. and O.I.C. departed 0830. The two sections currently being excavated were about half finished.

5/2/70, THURSDAY.

Labour reported 0800. Roll taken, 10 missing, others working well. The new excuse was that pig fences had to be repaired. 1000 I went to find up the missing 10, but had a fruitless search in the bush.

6/2/70, FRIDAY.

All labour reported 0800, roll taken. Steady progress.

7/2/70, SATURDAY.

Observed at Langimar.

8/2/70, SUNDAY.

Observed at Langimar.

9/2/70, MONDAY?

All labour reported 0800, roll taken, a lot of work done this day.

10/2/70, TUESDAY.

Labour reported 0800, all present, obvious change in attitude. Selected carriers for the following day and picked two to walk with me off the track as I wanted to look for road routes.

11/2/70, WEDNESDAY.

Labour reported 0800. Marked out sections to be worked and departed Langimar 0820. With two men accompanying I walked along the lower track from the airstrip to the river. Quite easy to build a road along this section. Later walked through bush off the main track next to the river until reaching the Langimar-Ingwal junction. Arrived Aseki 1700.

PATROL TEMPORARILY STOOD DOWN.

PATROL RESUMED AFTER CESSATION OF OTHER DUTIES22/3/70, SUNDAY.

Departed Aseki 1200, arrived Langimar camp 1750.

23/3/70, MONDAY.

Labour reported 0800. Roll taken many missing, a new test of will was obviously brewing. Noted absentees and started correcting previous work.

24/3/70, TUESDAY.

Labour reported 0800, roll taken, absentees noted. First two sections nearly completed, next two finished.

25/3/70, WEDNESDAY.

Labour reported 0800, took roll call, noted absentees. Mentioned that absentees and latecomers would be working in their week off. Work progressing steadily.

26/3/70, THURSDAY.

Labour reported 0800, few absentees, workers working better.

27/3/70, GOOD FRIDAY.

Walked to Wap'palala to spend two days with Mr. R. Huisman, Summer Institute of Linguistics, and family.

28/3/70, EASTER SATURDAY

Departed for my camp 1600 after leaving absentee list with the luluai and instructions that they present themselves the following week for work.

29/3/70, EASTER SUNDAY.

Observed at Langimar.

30/3/70, MONDAY.

Holiday observed at Langimar.

31/3/70, TUESDAY.

Benula and Otetie workers reported 0800, all present. Previous week's absentees from Wap'palala also present. O.I.C. Mr. P. H. Simpson arrived 1300 for inspection.

1/4/70, WEDNESDAY.

Labour reported 0800, all present. Mr. Simpson agreed that the lower part of the airstrip could be prepared for S.I.L. to use once only in May. Mr. Simpson departed 0800.

2/4/70, THURSDAY.

Labour reported 0800, progressing faster. Further investigated reports of a wartime airstrip in the area.

3/4/70, FRIDAY.

Labour reported 0800. Some men brought up the question of being paid, an obvious tryout. I repeated the A.D.C.'s comments of 3/2/70 and decided to consult the O.I.C. My personal relationship with the Langimars remained the same, i.e. good.

4/4/70, SATURDAY.

Observed at Langimar.

5/4/70, SUNDAY.

Observed at Langimar.

6/4/70, MONDAY.

Atapaura and Wap'palala workers reported on time, previous week's example having a good effect. O.I.C. instructed me by radio to return to Aseki. Ensured that the airstrip was safe for S.I.L. and gave the luluais instructions on what was to be done in my absence. Obtained carriers from Benula.

7/4/70, TUESDAY.

Departed Langimar camp 0750 for Aseki, arrived 1490.

END OF PATROL, WORK CONTINUING

(A) POLITICAL

The Langimar Census Division is still controlled by D.D.A. At present the people have very little knowledge of local government and will require a lot more political education before they can govern themselves properly. I have been instructed not to attempt any political education on local government as I am not yet qualified. However, there are several young men coming up who are better educated, wealthier and more sophisticated and should provide a good basis for a future Local Government Council.

Similarly with the House of Assembly. As yet there is no feeling of nationhood but I have had several informal talks during work breaks on topical items that concern the nation and House of Assembly. I have spoken simply and tried to instill in their minds the idea that the government is more than just D.D.A. in Aseki, Menyama and Lae and in this I think I have been reasonably successful.

Generally the Langimars are grateful for having the government close at hand and have respect for their Patrol Officers. I think they are quite happy with the present set up but will no doubt want to progress as they become better educated politically.

(B) ECONOMIC.

The Langimar economy is mainly subsistence. About \$1600 is earned annually by a few men from coffee, but most men are subsistence farmers, but sell a small quantity of vegetables to buy goods. They produce quite good vegetables and I think these can be a good basis for future economic expansion.

Rural development depends largely on the construction of the airstrip and road link to Aseki. These will make general administration a lot easier and provide the Langimars with good outlets for their crops. If economic development is to be done properly I consider that an agricultural co-operative, preferably government sponsored, be set up. Such a co-op could handle storage, marketing, accounting and purchase of capital equipment. With such a large land area and small labour force, machines will be necessary to fully capitalise on their resources. Such capital equipment as relatively cheap rotary hoes could be owned by a co-op and leased out to its members.

Another possible industry is forestry. This will require a lot of capital but ownership of and responsibility for the trees could stay with the Langimars as many already have some knowledge of forestry.

At present there are no non-indigenous traders or entrepreneurs. There is a suspicion of some store owners in Aseki but I think they will eventually want a store of some sort for themselves.

(C) SOCIAL.

The educational services consist of the Lutheran Mission Bible School at Benula, teaching basic education to 25 children from Prep to Standard 2. Unfortunately many parents have yet to see the value of education and many eligible children do not attend. However with so large a proportion of the population so young and rapidly increasing and with the potential wealth in the area I think the Department of Education could well consider establishing a Primary T School up to Standard 6 or collaborating with the Lutheran Mission.

Overall the Langimars enjoy good health. The main diseases afflicting them are malaria and pneumonia, but the death rate is a remarkably low 1½%. The resident Aid Post Orderly, a local, has complained to me that the people are not consulting him early enough so that his job is made harder. Whenever he is away, lots of people "suddenly" find festering sores which I refuse to treat in an effort to persuade them to see the A.P.O. sooner.

The Langimars are relatively peaceful, have respect for the law, and with the exception of a few soccer brawls, don't resort to fighting very often. Most trouble is over women and adultery is probably the most serious breach of the law, but often kept quiet.

The Lutheran Mission has been active for some time and converted about half the population. There has been no serious disruption of the way of life except where Christianity clashes with customary polygamy. Two recent cases of this have resulted in great unhappiness for the families concerned.

(C) SOCIAL (cont.)

The Lutheran Mission has been active for some time and has converted about half the people. There has been no serious disruption of the way of life except where Christianity clashes with customary polygamy. Two recent cases of this have resulted in great unhappiness for the families concerned. (10)

I have never seen an organised sing sing in the ~~++~~ time I have been there. Occasionally a few people will have a party but most group activity centres around Church, Soccer and basketball. By far the favourite pastime is talking all day.

The first so called airstrip in the Langimar Valley was a rough emergency landing ground built by the R.A.A.F. during the Second World War. The Langimars of the time were too scared to come near it and its constructors but as far as I can ascertain it was never used. In 1964 S.I.L. built a 1300 foot airstrip with a magnetic bearing of 5°/185'. This airstrip was rather roughly built and D.C.A. refused to classify it so S.I.L. used it at their own risk.

The suggestion that it be upgraded for commercial use first came from the C.I.C. Aseki Patrol Post, Mr. G.C. Connor, in his letter to the District Commissioner, ref. 4-1-1, of 18th August, 1969. His main points were that the Langimar airstrip, being only twelve miles to the north would provide a needed standby to Aseki which is closed half the time due to weather. It would also provide a good access to markets for the Langimars cash crops. He also said a road would be necessary and at the time of writing the Langimars were building a road. This road will have to be reconstructed in places and extensions made but it is a good basis for a road link. The D.C. agreed with Mr. Connor and said the airstrip should be built before the road was completed.

The site was surveyed on 1st. December, 1969, by Mr. R. James, Assistant District Airport Inspector, and two plans were drawn up. He realigned the magnetic bearing 3° to 13°/193'. This enabled us to extend the strip 200 feet at the north and 700 feet at the south with the least amount of excavation. He was not able to layout a two-way airstrip as the surrounding hills are too high. After pegs were placed for each 100 foot section (centre, 50 & 75 feet to both sides) Mr. James departed and I conducted the annual Langimar census.

D.C.A. suggested excavating and grassing the northern or lower end first to 1300 feet as this would allow some aircraft to use it while the southern or upper end which required far more work was excavated. Following D.C.A.'s instructions and graph work started at the 900 foot mark on 5th. January, 1970. Holes were dug on the centerline at 900 and 1000 feet to the specified depths. A centerline trench linking the two holes was then dug and later two 100 foot cross trenches and two 100 foot side trenches linking these. Thus the 900 to 1000 foot section was divided into two grids 100 x 50 feet to make the excavation more accurate. These two grids are by far the largest in this half of the airstrip and were not finished until April.

All work is done by hand. There are at present four wheelbarrows but a lot of earth is carried on bamboo platforms. Both sugar bags and 12 gallon drums were considered but both these ideas fell through. At the time of writing a one cubic yard trailer is being built using an old car axle found at Aseki. As yet there has been no requests for machinery except better means for carting earth and the trailer should fulfil this.

The menwork on a week on week off basis, Otetie and Benula alternating with Atapaura and Wap'palala. At first all were very keen to get on with the job but this wore off after a while. I endeavoured to cut down latences and absenteeism by pointing out that they would benefit more than anyone else from the airstrip. However as this and the suggestion that I do some other work in Aseki failed to impress them I then arranged with the Iuluais to have all absentees working during their week off as well as their week on and this seems to work. My own time at the airstrip has been limited following the District Commissioners instructions and by a six week break in February and March while engaged in other duties. It is obvious that not much is done in my absence.

However grids 19, 20, 21, and 22 are finished and the remaining grids down to the 2200 foot mark are very easy in comparison and I estimate that without interruptions the lower 1300 feet should be ready for grassing at the end of July, 1970. D.C.A. recommend that three months be allowed for the surface to settle and the grass to be well established. I recommend that a motorcycle road be constructed before the upper half of the airstrip is finished for the following reasons:

- 1/ It would not take long to build, say six to eight months, and would cut down the time spent travelling to and from the station.
- 2/ The Langimars are not likely to have a lot of cash crops to be air freighted out for at least a year so a road would make the airstrip at least partly usable to S.I.L. and the government.

3/ I think a break from airstrip construction would be helpful. The Langimars would most likely become bored with the whole project if not given a break as the upper half will take at least one year to finish. With an airstrip that is usable to some degree both to the government and to them (marketing cash crops) I think they will quite willingly build the upper half as they will realise the added advantages of a longer airstrip.

Recently there have been complaints to two luluais and to myself about the fact that they are not being paid for their work. I do not think they should be paid for building the airstrip as they are the ones who will benefit most from it and a change after four months without payment would not show a consistent policy. However road work should be paid for as it will obviously benefit the government more to start with. I have found the Langimars are basically a decent, well behaved lot, but tend to be lazy and bigheaded at times. I am sure that most of the complaints about pay are just a tryout of will. Should these persist they can be answered by explaining the economic advantages of the airstrip and pointing out that if they were not prepared to help themselves the project could be abandoned. From the government's viewpoint this is not as risky as it sounds. I have at times answered their complaints in this way and have managed to quieten them for a while. If, however a senior officer was to speak to them in a similar way I am sure they would back down and there would be no risk of an airstrip not being built and therefore depriving Aseki of an emergency and standby airstrip.

Providing construction continues at the present rate, 1300 feet should be graded by July, 1970, usable by October, 1970. A motorcycle track could be completed by February, 1971, 1800 feet should be usable by July-August, 1971, and the full 2200 feet completed by the end of 1971.

However in conjunction with progress on the airstrip, I strongly suggest that D.A.S.F. conduct an intensive research and education campaign so that economic progress can begin and be seen. If nothing is done to improve the local economy, the langimars will probably feel cheated in having built an airstrip, for which they would not benefit, for no pay.

C.H. Long
C.H. Long,

Assistant Patrol Officer.