

National Archives & Public Records Services  
of Papua New Guinea

# PATROL REPORTS

District : Western  
Station : Morehead  
Volume : 11  
ISBN NO : 9980-910-85-2  
Accession NO : 496  
Period : 1965-1966

Filmed by/for the National Archives of Papua New Guinea  
Port Moresby 1995

*Sole Custodian: National Archives of Papua New Guinea*

# Papua New Guinea Patrol Reports

Digitized version made available by



**Copyright:** Government of Papua New Guinea. This digital version made under a license granted by the National Archives and Public Records Services of Papua New Guinea.

**Use:** This digital copy of the work is intended to support research, teaching, and private study.

**Constraints:** This work is protected by the U.S. Copyright Law (Title 17, U.S.C.) and the laws of Papua New Guinea. Use of this work beyond that allowed by "fair use" requires written permission of the National Archives of Papua New Guinea. Responsibility for obtaining permissions and any use and distribution of this work rests exclusively with the user and not the UC San Diego Library.

**Note on digitized version:** A microfiche copy of these reports is held at the University of California, San Diego (Mandeville Special Collections Library, MSS 0215). The digitized version presented here reflects the quality and contents of the microfiche. Problems which have been identified include misfiled reports, out-of-order pages, illegible text; these problems have been rectified whenever possible. The original reports are in the National Archives of Papua New Guinea (Accession no. 496).







WESTERN DISTRICT PATROL REPORTS

1965/1966

MOREHEAD- WEAM

Report No.

Officer Conducting  
Patrol

Area Patrolled

3- 1965/1966

W.C. De C Dutton

Rouku, Uparua, Kiriwo,  
Sirisa & Duru

1- 1965/1966

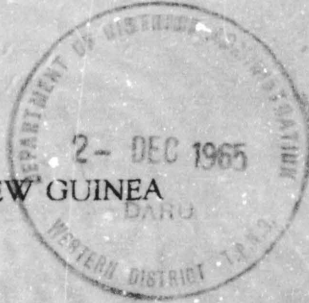
E.B.C. Johnston

The Morehead-Weam Road





TERRITORY OF PAPUA AND NEW GUINEA



# PATROL REPORT

District of WESTERN Report No. 1 of 65/66

Patrol Conducted by E.B.C. JOHNSTON CPO

Area Patrolled THE MOREHEAD-WEAM ROAD

Patrol Accompanied by Europeans NIL

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

Duration—From 8/7/1965 to 20/7/1965

Number of Days 13 days

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services       /       /19      

Medical              /       /19      

Map Reference       

Objects of Patrol Road Maintenance

Director of District Administration,  
PORT MORESBY.

Forwarded, please.

       /        / 19      

        
District Commissioner

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

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

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

.....

.....

.....



ula

67. 3. 9

13



TERRITORY OF PAPUA AND NEW GUINEA

13

67-3-9

22nd February, 1966.

District Commissioner,  
Western District,  
BAHU.

MOREHEAD PATROL REPORT NO. 1/1965-66.

Receipt is acknowledged with thanks of a patrol report by Mr. Johnston, covered by your memorandum 67-4-1 of 16th December, 1965.

- 2. Your comments only have been noted. None from the Assistant District Commissioner, Morehead was received.
- 3. Mr. Johnston appears to have done a good job at constructing a solid bridge.

(J.K. McCarthy)  
DIRECTOR.



67. 3. 9

12



TERRITORY OF PAPUA AND NEW GUINEA

Telegram *DISADM*

Telephone

67-4-1

Our Reference

If calling ask for

Mr.

KEC:LB

Department of District Administration,

Western District,

DARU.



16th December, 1965.

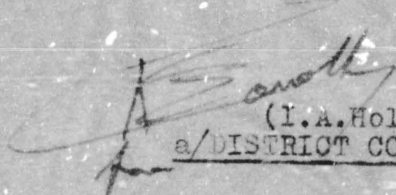
The Director,  
Department of District Administration,  
KONELOBU.

MOREHEAD PATROL NO. 1/65-66

I attach Original and one copy of the above report.

2. The bridge constructed by Mr. Johnston is a first class structure and it is pleasing to see the enthusiastic co-operation of the people. However, it was a mistake to imply that a tractor and trailer would be allocated to Weam, as this is unlikely within the foreseeable future. Even in the unlikely event of one being allocated, it would be useless during the wet and certainly would not be justified in collecting copra on a regular basis - though possibly the Administration could assist on occasions.

3. Mr. Johnston has submitted a good report of his activities.

  
(I.A. Holmes),  
a/DISTRICT COMMISSIONER.



ula



TERRITORY OF PAPUA AND NEW GUINEA

MIGRAT

In  
F

Telegrams DISADM

Telephone

Our Reference 202 / 67-1-2 / 10-3-1 (iii)

If calling ask for

Mr.

Department of District Administration,

Sub-District Office,

Morehead,

Western District,

Papua.

Mr. E. B. C. Johnston,  
Cadet Patrol Officer,  
Morehead.

Dear Mr. Johnston,

As previously discussed with you, please be ready at 7.30am tomorrow, 8th. July, 1965 to proceed to Rouku village to commence a road work patrol

Prisoners will be available to move you from Morehead to Rouku from which village you will proceed with locally obtained carriers. You will proceed along the Rouku to Weam vehicular road, until such time as you arrive at a bridge which in your opinion needs repairing. You will supervise the necessary repairs, then proceed to the next such bridge. Except as below stated, you will proceed in this manner until you arrive at Indereoder village, at which point you will return to Morehead.

The exception to the above is that I wish you to be back at Morehead no later than Tuesday 20th, July, 1965 but no sooner than Sunday 18th July, 1965 as you will be accompanying me on a patrol to the Trans Fly departing Morehead on Thursday 22nd, July, 1965.

Constable BIRUA will accompany you, he has over ten years experience, much of it in this Sub-District. Do not consider it an indignity to seek advise from him.

You will obtain labourers and carriers from all villages along the way and you may indicate to them that I will be annoyed if their co-operation is not forthcoming. You will also pay them at the rate of approximately 6/- per full day's work, and make small payment for food purchased to feed them. For this you will require an advance of £100.

Should you find yourself at Indereoder with time to spare, return with labourers cutting grass along the road as you go.

Due to the nature of this work you will need to carry canvas and camp by the job. Unless a bridge in need of attention is right by a village you will have no cause to use rest houses. Routing administration should not be neglected as a secondary aim of the patrol, but should any matters of a serious or semi serious nature arise, despatch the parties involved to Weam where the matter can be dealt with.

Take the necessary tools, nails and other stores from the D.D.A. store at Morehead. Should you have any queries please discuss them with me before you leave. I hope to be able to travel to Weam during the weekend of 17th. 18th. July to inspect progress.

I wish you an enjoyable ten days in the bush.

Yours Faithfully,

(I. M. Douglas)

a/Assistant District Commissioner.



PREAMBLE.

MOREHEAD RIVER PATROL POST

MOREHEAD S. D.

WESTERN DISTRICT

Patrol No.1 of 65/66

Patrol conducted by E.B.C. Johnston CPO

Patrol personelled: 1 member of the R.P. & N.G.C. (Const BIRUA KURORO)

Area Patrolled: The Morehead-Weam Road

Duration of Patrol: 8/7/65 to 20/7/65 - 13 days

Object of Patrol: Road Maintenance



PATROL DIARY.

1965.

- JULY. the 8th: Patrol departed MOREHEAD at 0805 hrs, crossed the river, and proceeded along the road to ROUKU. First portion of the road badly overgrown. Arrived ROUKU 0925 hrs. Only four men available for portage, so an equivalent number of prisoners sent back with one warder. Proceeded to TOKWA, which is off the Morehead Weam road, for more carriers. Arrived 1120 hrs after 1 hour 35 minutes walk. Carriers fed, and obtained only seven more carriers. Others said to be at gardens, and as these lay on the way to TOKWA, proceeded thither. Found only one man, and continued to Tokwa which was reached at 1615 hrs., after 3 1/2 hours on the march. Three men present. Remained overnight.
- the 9th: Retained four prisoners; the others despatched back with remaining warder. After waiting unsuccessfully for food to arrive, departed back along the Morehead Weam road to two damaged bridges. Came to the first and smaller bridge after 40 minutes, and a larger one half an hour later. Cleared camp-site. Day spent in setting up camp, while I surveyed ~~the~~ the possibilities and laid my plans. That evening received reliable information that no bridges were down beyond Tokwa.
- the 10th: Cut five main beams to span the river.
- the 11th: Cut six large timbers for end support.
- the 12th: Had revetments built out from the banks.
- the 13th: Filled out the banks behind revetment positioned large ends-timbers, and like wise the main beams straddling the stream.
- the 14th: <sup>11</sup>Levelled the main beams (so that surface bears on all five) Cut smaller timbers for additional end support. Labour given the afternoon off. Departed hrs with four prisoners, en route Morehead for more money, tools food, medical supplies, etc. reached Rouku 1415 hrs; departed 1435 hrs; arrived Morehead 1525 hrs. Collected requirements including four more prisoners to bring total to eight. Departed at 1700 hrs; arrived Rouku 1750 departed 1810; arrived at the camp at 2050 hrs.
- the 15th: Put smaller timbers for end support in place. Cut ten timbers for the sloping approach at either end. One of the labours had finger crushed beneath one of the timbers.
- the 16th: Angled each end of the main beams, and the sloping timbers and joined. Put support under sloping timbers.
- the 17th: Put surfacing timbers in place on top. In the afternoon repair the bridges in small numbers half an hour on the road or up the road.
- the 18th: Nailed top timbers to the bridge in so far as the quantity of nails would permit. Afterwards cleared the river, first up stream and then downstream of the bridge.



JULY the 19th:

RESTED.

the 20th:

Go down to the final work on the bridge which consisted of trimming. When the work was finished I took the villagers to a good vantage point along the banks, turned them about, and pointing to the bridge said "Wop namo." "namo! Namo!" rejoined chorus of voices. Broke camp and set out at 1105 hrs. Reached Kouku at 1310 hrs, the tail end of patrol arriving 40 minutes later. Departed Kouku at 1410 hrs, and arrived on the banks of the river, opposite the station, at 1455 hrs. so ends the patrol.

---



THE BRIDGE.

1. For the bridge, I wanted something simple and strong. It was to be built as far as possible above the water level at the height of the rains. It was to have an endurance of many years and to be of sufficient strength to bear a tractor and loaded trailer. I envisaged that a tractor would at some future date be made available to the government station at Weam, would be employed to collect copra from the villages, since unless this is the administration's copra scheme will have no hope of success. I made my intentions clear to the villages perhaps this is why they engaged on the bridge building with such ~~entire~~ wholehearted enthusiasm. As things stand, their faith in copra is very weak; as they told me, the distances are too far (the furthest they are prepared to carry copra being about an hour's walk) and the curing is too laborious (they have no copra driers and the little they have produce has been cured over open fires.)

2. The old bridge had been supported on wooden piles which had sunk into the river-bed leaving the bridge lop-sided and precariously supported. Some of the piles had been smashed, apparently under the weight of lumber that had built up against them. The banks had slipped, leaving a gap at one end.

3. I decided to build the ~~new~~ new bridge of sufficiently solid timbers to eliminate the need for supports in mid-stream. The five main timbers spanning the stream were of up to five foot girth at the larger end, tapering to two and half feet, and of forty-five foot length. The large end supports were twelve feet long and up to eight feet in girth. Ti-tree wood was used. This is a hard, strong wood of good durability. Well-grown Ti-tree wood is denser than water. The positioning of the large timbers, each of which I should imagine would weigh from one to two tons, presented some problems, but these were dealt with as they arose with ~~the~~ the aid of bush rope and rollers, ramps and levers.

4. Before building the bridge, the banks were built out behind revetments. In this manner I was able to reduce the distance to be bridged from 25 feet to 23 feet. By employing timbers of a forty-five foot length as sturdier structure was built than would have otherwise been the case, although nearly all the weight still falls on the larger end-timbers, which rest on the edge of the banks. These larger end timbers were therefore supported in such a way as to prevent ~~from~~ them from pushing the banks outwards.





TERRITORY OF PAPUA AND NEW GUINEA

Telegrams DISADM

Telephone 202 / 67-1-2 / 10-3-1 (iii)

Our Reference.....

If calling ask for

Mr.....

Department of District Administration,

Sub-District Office,

Morehead,

Western District,

Papua.

Mr. E. B. C. Johnston,  
Cadet Patrol Officer,  
Morehead.

Dear Mr. Johnston,

As previously discussed with you, please be ready at 7.30am tomorrow, 8th. July, 1965 to proceed to ROUKU village to commence a road work patrol.

Prisoners will be available to move you from Morehead to ROUKU from which village you will proceed with locally obtained carriers. You will proceed along the ROUKU to Weam vehicular road, until such time as you arrive at a bridge which in your opinion needs repairing. You will supervise the necessary repairs, then proceed to the next such bridge. Except as below stated, you will proceed in this manner until you arrive at INDORODORO village, at which point you will return to Morehead.

The exception to the above is that I wish you to be back at Morehead no later than Tuesday 20th. July, 1965 but no sooner than Sunday 18th. July, 1965 as you will be accompanying me on a patrol to the Trans Fly departing Morehead on Thursday 22nd. July, 1965.

Constable BIRUA will accompany you, he has over ten years experience, much of it in this Sub-District. Do not consider it an indignity to seek advice from him.

You will obtain labourers and carriers from all villages along the way, and you may indicate to them that I will be annoyed if their co-operation is not forthcoming. You will also pay them at the rate of approximately 6/- per full day's work, and make small payment for food purchased to feed them. For this you will require an advance of £100.

Should you find yourself at INDORODORO with time to spare, return with labourers cutting grass along the road as you go.

Due to the nature of this work you will need to carry canvas and camp by the job. Unless a bridge in need of attention is right by a village you will have no cause to use rest houses. Routine administration should not be neglected as a secondary aim of the patrol, but should any matters of a serious or semi serious nature arise, despatch the parties involved to Weam where the matter can be dealt with.

Take the necessary tools, nails, and other stores from the D.D.A. store at Morehead. Should you have any queries please discuss them with me before you leave. I hope to be able to travel to Weam during the weekend of 17th./18th. July to inspect progress.

I wish you an enjoyable ten days in the bush.

Yours Faithfully,

(I. B. Douglas)

a/Assistant District Commissioner





TERRITORY OF PAPUA AND NEW GUINEA

Telegrams DISADM

Telephone 202 / 67-1-2 / 10-3-1 (iii)

Our Reference.....  
If calling ask for

Mr.....

Department of District Administration,

Sub-District Office,  
Morehead,  
Western District,  
Papua.

Mr. E. B. C. Johnston,  
Cadet Patrol Officer,  
Morehead.

Dear Mr. Johnston,

As previously discussed with you, please be ready at 7.30am tomorrow, 8th. July, 1965 to proceed to ROUKU village to commence a road work patrol.

Prisoners will be available to move you from Morehead to ROUKU from which village you will proceed with locally obtained carriers. You will proceed along the ROUKU to Weam vehicular road, until such time as you arrive at a bridge which in your opinion needs repairing. You will supervise the necessary repairs, then proceed to the next such bridge. Except as below stated, you will proceed in this manner until you arrive at INDORODORO village, at which point you will return to Morehead.

The exception to the above is that I wish you to be back at Morehead no later than Tuesday 20th. July, 1965 but no sooner than Sunday 18th. July, 1965 as you will be accompanying me on a patrol to the Trans Fly departing Morehead on Thursday 22nd. July, 1965.

Constable BIRUA will accompany you, he has over ten years experience, much of it in this Sub-District. Do not consider it an indignity to seek advice from him.

You will obtain labourers and carriers from all villages along the way, and you may indicate to them that I will be annoyed if their co-operation is not forthcoming. You will also pay them at the rate of approximately 6/- per full day's work, and make small payment for food purchased to feed them. For this you will require an advance of £100.


Should you find yourself at INDORODORO with time to spare, return with labourers cutting grass along the road as you go.

Due to the nature of this work you will need to carry canvas and camp gear. Unless a bridge in need of attention is right by a village you will have to use rest houses. Routine administration should not be a secondary aim of the patrol, but should any matters of a serious or semi-serious nature arise, despatch the parties involved to Weam where the matter can be dealt with.

Take the necessary tools, nails, and other stores from the D.D.A. store at Morehead. Should you have any queries please discuss them with me before you leave. I hope to be able to travel to Weam during the weekend of 17th./18th. July to inspect progress.

I wish you an enjoy'ole ten days in the bush.

Yours Faithfully,

  
(R. E. Douglas)

a/Assistant District Commissioner



PREAMBLE

MOREHEAD RIVER PATROL POST

MOREHEAD S.D.

WESTERN DISTRICT

Patrol No. 1 of 65/66

Patrol conducted by E.B.C. Johnston CPO

Patrol personnel: 1 member of the R.P. & N.G.C. (Const BIRUA KURORO)

Area patrolled: The Morehead-Weam Road

Duration of Patrol: 8/7/65 to 20/7/65 - 13 days

Object of Patrol: Road Maintenance



PATROL DIARY

1965

- JULY the 8th: Patrol departed MOREHEAD at 0805 hrs, crossed the River, and proceeded along the road to ROUKU. First portion of the road badly overgrown. Arrived Rouku 0925 hrs. Only four men available for portage, so an equivalent number of prisoners sent back with one warder. Proceeded to IOKWA, which is off the Morehead-Weam road, for more carriers. Arrived 1120 hrs after 1 hour 35 minutes walk. Carriers fed, and obtained only seven more carriers. Others said to be at gardens, and as these lay on the way to TOKWA, proceeded thither. Found only one man, and continued to Tokwa which was reached at 1615 hrs, after 3½ hours on the march. Three men present. Remained overnight.
- the 9th: Retained four prisoners; the others despatched back with remaining warder. After waiting unsuccessfully for food to arrive, departed back along the Morehead-Weam road to two damaged bridges. Came to the first and smaller bridge after 40 minutes, and a larger one half-an-hour later. Cleared camp-site. Day spent in setting up camp, while I surveyed the possibilities and laid my plans. That evening received reliable information that no bridges were down beyond Tokwa.
- the 10th: Cut five main beams to span the river.
- the 11th: Cut six large timbers for end support.
- the 12th: Had revetments built out from the banks.
- the 13th: Filled out the banks behind revetments. Positioned large end-timbers, and likewise the main beams straddling the stream.
- the 14th: Levelled the main beams (so that surfacing bears on all five). Cut smaller timbers for additional end support. Labour given the afternoon off. Departed at 1200 hrs with four prisoners, en route Morehead for more money, tools, food, medical supplies, etc. Reached Rouku 1415 hrs; departed 1435 hrs; arrived Morehead 1525 hrs. Collected requirements including four more prisoners to bring total to eight. Departed at 1700 hrs; arrived Rouku 1750; departed 1810; arrived at the camp at 2050 hrs.
- the 15th: Put smaller timbers for end support in place. Cut ten timbers for the sloping approach at either end. One of the labourers had a finger crushed beneath one of the timbers.
- the 16th: Angled each end of the main beams, and the sloping timbers, and joined. Put supports under sloping timbers.
- the 17th: Put surfacing timbers in place on top. In the afternoon repaired the small bridge half-an-hour up the road.
- the 18th: Nailed top timbers to the bridge in so far as the quantity of nails would permit. Afterwards cleared the river, first upstream and then downstream of the bridge.



JULY the 19th: Rested.

the 20th: Got down to the final work on the bridge which consisted of trimming. When the work was finished I took the villagers to a good vantage point along the banks, turned them about, and pointing to the bridge said, "Wop namo." "Namo! Namo!" rejoined a chorus of voices. Broke camp and set out at 1105 hrs. Reached Rouku at 1310 hrs, the tail end of the patrol arriving 40 minutes later. Departed Rouku at 1410 hrs, and arrived on the banks of the river, opposite the Station, at 1455 hrs. So ends the patrol.



THE BRIDGE

1. For the bridge, I wanted something simple and strong. It was to be built as far as possible above the water level at the height of the Rains. It was to have an endurance of many years, and to be of sufficient strength to bear a tractor and loaded trailer. I envisaged that a tractor would at some future date be made available to the government station at Weam, and would be employed to collect copra from the villages, since unless this is done the Administration's copra scheme will have no hope of success. I made my intentions clear to the villagers and perhaps this is why they engaged on the bridge building with such wholehearted enthusiasm. As things stand, their faith in copra is very weak: as they told me, the distances are too far (the furthest they are prepared to carry copra being about an hour's walk) and the curing is too laborious (they have no copra-dryers and the little they have produced has been cured over open fires).

2. The old bridge had been supported on wooden piles which had sunk into the river-bed leaving the bridge lop-sided and precariously supported. Some of the piles had been smashed, apparently under the weight of lumber that had built up against them. The banks had slipped, leaving a gap at one end.

3. I decided to build the new bridge of sufficiently solid timbers to eliminate the need for supports in mid-stream. The five main timbers spanning the stream were of up to five-foot girth at the larger end, tapering to two and a half feet, and of forty-five foot length. The large end supports were twelve feet long and up to eight feet in girth. Ti-tree wood was used. This is a hard, strong wood of a good durability. Well-grown Ti-tree wood is denser than water. The positioning of the large timbers, each of which I should imagine would weigh from one to two tons, presented some problems, but these were dealt with as they arose with the aid of bush-rope and rollers, ramps and levers.

4. Before building the bridge, the banks were built out behind revetments. In this manner I was able to reduce the distance to be bridged from 35 feet to 23 feet. By employing timbers of a forty-five foot length a sturdier structure was built than would have otherwise been the case, although nearly all the weight still falls on the larger end-timbers, which rest on the edge of the banks. These larger end-timbers were therefore supported in such a way as to prevent them from pushing the banks outwards.





TERRITORY OF PAPUA AND NEW GUINEA

# PATROL REPORT

District of WESTERN Report No. 3 of 1965-66  
 Patrol Conducted by W. H. DeG. Dutton, P.C.  
 Area Patrolled Villages of ROUKU, UPARU, SEIWI, KIRIWO, SIRISA and DURU.  
 Patrol Accompanied by Europeans NIL

Natives 2 Policemen, 1 Patrol Interpreter.

Duration—From 11/5/1966 to 23/5/1966

Number of Days 7 Patrolling Days.

Did Medical Assistant Accompany? No.

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

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

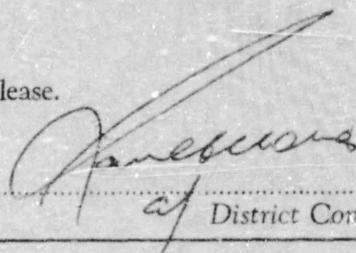
Map Reference .....

Objects of Patrol To educate the people of the chosen Villages about the proposed Census and to compile a list of Notable Events for the area.

Director of District Administration,  
PORT MORESBY.

Forwarded, please.

12/7/1966

  
 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 .....  
 .....  
 .....



bul

MIGRA

In

F

7

67-3-31

5th August, 1966.

District Commissioner,  
Western District,  
DARU.

FOREHEAD PATROL REPORT NO. 3/1965-66.

Receipt of Mr. Dutton's patrol report covered by your memo 67-4-1 of 12th July, 1966, is acknowledged with thanks.

2. Mr. Dutton seems to have done well the tasks set him and has written a brief but adequate report. As most of the people were away working on roads, Mr. Dutton seems to suggest that another patrol should be sent to educate the young people about the Territory wide Census. I hope this was done.

(J.K. McCarthy)  
DIRECTOR.





TERRITORY OF PAPUA AND NEW GUINEA

Telegrams.....

Our Reference..... 67-4-1

If calling ask for

Mr..... RAH:VHH

Department of District Administration,

Western District,

DARU.

12th July, 1966.


The Director,  
Department of District Administration,  
KONEDOBU.

MOREHEAD PATROL No. 3 of 1965/66

I attach original and one copy of the above report.

2. The objects of this patrol were achieved and no further comments seem necessary. The list of Notable Events was extracted and handed to the District Enumerator.

3. Mr. DUTTON was given a good coverage of matters to be attended to in preparation for the census.

  
(I.A. Holmes)  
a/DISTRICT COMMISSIONER



(6)

Notable Events.

There appear to have been only eight Notable Events to which accurate dates may be ascertained and as these dates will all be included in the Official Records at Daru to which I have no access I will ask the Enumerator to add the dates to the list before handing it to the Census Collectors.

All the Events except Hides' Patrol up the Fly River to Suki Lagoon were recalled by the people in all six of the Villages visited by this patrol. The people of Duru were the only ones to recall Hides' Patrol.

The people recalled several other Notable Events such as Raids and Fights, a Big Sickness and a drought but it was impossible to fix a date for them or even accurately place them in order relative to the Events included in the List so I have omitted them.

<u>DATE.</u>	<u>EVENT.</u>
1.	The First Patrol by Fenton and another Officer from Daru up the Morehead River.
2.	The Patrol from Daru to arrest the murderers after the raid on Moliam Village.
3.	The establishment of the Police Post at Tonda Village.
4.	Hides' first Patrol up the Fly River to the Suki Lagoon Villages. (Recalled only by the people of Duru Village.)
5.	The establishment of Gigwa Mission Station by Mr. Twyman.
6.	The establishment of Rouku Patrol Post.
7.	The Australian Petroleum Company's Survey in the Rouku area.
8.	The establishment of the Morehead Patrol Post.

*W. H. DeC. Dutton*  
W. H. DeC. Dutton. P.O.

25th May, 1966.



67. 3. 31 (5)



TERRITORY OF PAPUA AND NEW GUINEA

Telegrams .....

Our Reference 67-4-1

If calling ask for

Mr. RAH:VMH

Department of District Administration,

Western District,

DARU.



12th July, 1966.

The Director,  
Department of District Administration,  
KONEDOBU.

MOREHEAD PATROL No. 3 of 1965/66

I attach original and one copy of the above report.

2. The objects of this patrol were achieved and no further comments seem necessary. The list of Notable Events was extracted and handed to the District Enumerator.
3. Mr. DUTTON was given a good coverage of matters to be attended to in preparation for the census.

*(Signature)*  
(I.A. Holmes)  
a/DISTRICT COMMISSIONER



4

TERRITORY OF PAPUA & NEW GUINEA.

PRE-CENSUS EDUCATION PATROL.

MOREHEAD PATROL REPORT NO. 3 OF 1965-66.

Introduction.

The purpose of this patrol was to educate the people of the Villages of ROUKU, UPARUA, SETAVI, KIRIWO, SIRISA and DURU in the MOREHEAD area about the forthcoming Territory wide Census. The villages in the Southern section of the MOREHEAD area were patrolled by Mr. E. Stephenson, Medical Assistant.

The patrol was necessarily a hurried one and limited to the lecture on the reasons for, and the method of conducting the Census, the Compilation of the list of Notable Events, and the condition of the route to be followed by the actual Census Patrol.

General Remarks.

With the exception of the Villages of Rouku and Uparua, the majority of the people of each village were present for the lecture and were most enthusiastic to help compile the list of Notable Events. Unfortunately nearly all of the people from both Rouku and Uparua were away at work on the Morehead to Weam road. However the old gentlemen left in these villages were very helpful with the Notable Events. It will be necessary however for both these villages to be visited again from Morehead prior to the Census when everybody is present as I do not think that the old men were able to comprehend too much about 'these new fangled ideas' and will probably pass on a rather garbled story.

The route to be followed by the patrol was exceptionally good for the most part and should be even better in June or July if the Wet Season is in fact all but finished. However the road from Kiriwo to Goe will need some clearing and the road from Goe to Gigwa Mission VIA TIawe HAMLET will require a great deal of work on it. The Village Constable from Goe advised me that the road to Gigwa via Tiawe was impassable because there was no people or canoes in which to cross the swamp at Tiawe. The road to Gigwa via Gaku Village is three or four hours longer than via Tiawe and easily the worst section of the road.

I suggest that a Policeman should precede the Census Patrol by at least a week to ensure that the road is cleared and that there are people and canoes at the TIawe swamp when they are required.

One problem that seems likely to arise because of the restricted scope of the proposed Census is that the Villages which have been omitted may tend to feel slighted and envious of the chosen Villages. From Morehead to Kiriwo I did not pass through any villages which are not to be censused and there was not enough time for word to spread far afield. However on the Sunday while I was waiting at Gigwa for the plane, people from several villages around Suki Lagoon came in and were quite perturbed by the fact that Duru Village had been included and they had been left out. The inauspiciousness of the task of conducting the Census in all villages was pointed out to them and I think they went away happy, but I feel this may be a common problem.



3

PATROL DIARY.

Wednesday, 11th May, 1966.

Flew from Pangoa to Morehead via Suki per Stol Cessna.

Thursday, 12th May, 1966.

- 0900 Departed Morehead by canoe and outboard motor for Rouku Village.  
1030 Arrived Rouku. All able-bodied men and women had been called away by Mr. Johnston to construct the Weam road. Gave talk on Census to one old gentleman and three ladies. However was able to compile comprehensive list of Notable Events with their help.  
1330 Returned to Morehead.

Friday, 13th May, 1966.

- 1000 Departed Morehead by canoe and outboard motor for Uparua.  
1230 Arrived Uparua. Again most of the village absent working on the Weam roads. Gave talk on Census to a small group of men and women and compiled list of Notable Events.  
1700 Returned to Morehead.

Saturday, 14th May, 1966.

Visited Weam Station by plane at the Assistant District Commissioner's request.

Monday, 16th May, 1966.

- 1010 Departed Morehead by canoe and outboard motor.  
1330 Arrived canoe-place where carriers were waiting.  
1420 Arrived Setavi Village. Most Villagers present.  
1600 Talk on Census and compilation of list of Notable Events.

Tuesday, 17th May, 1966.

- 0715 Left Setavi on foot.  
1205 Arrived Kiriwo. Most of the Villagers at their Sago-place.  
1600 Compiled list of Notable Events with help of old men.

Wednesday, 18th May, 1966.

- 0715 Left Kiriwo on foot.  
0835 Arrived at Sirisa. Gave talk on Census and compiled list of Notable Events.  
1135 Returned to Kiriwo.  
1600 Gave talk on Census to Kiriwo people, who had returned from their Sago-place.

Thursday, 19th May, 1966.

- 0610 Left Kiriwo on foot. Track mainly dry and walking easy.  
1215 Arrived Goe. Spent the night.

Friday, 20th May, 1966.

- 0615 Left Goe for Gigwa via Gwaku as the direct route was allegedly impassable because there were no canoes to cross the swamp at the garden hamlet of Tiawe.  
1100 Arrived at Gwaku. No large canoes so we had to shuttle cargo and carriers across two swamps in small canoes.  
1900 Arrived Gigwa.  
2100 Carriers arrived Gigwa.

Saturday, 21st May, 1966.

- 1200 Left Gigwa by dinghy and outboard motor.



at

PATROL DIARY. (cont.)

ATION

c

M

Saturday, 21st May, 1966.

1315 Arrived at a hamlet of Duru Village where people had gathered.  
 (Village itself is another hour further on.)  
 Gave talk on Census and compiled list of Notable Events.  
 1600 Returned to Gigwa.

Sunday, 22nd May, 1966.

At Gigwa. Explained to people from Villages not included in this Census why they were missing out.

Monday, 23rd May, 1966.

Flew from Gigwa to Pangoa by Stol Cesna.

\_\_\_\_\_