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OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: CHIMBU
STATION: Gembogl
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1960 - 1961

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Papua New Guinea Patrol Reports

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CHIMBU PROVINCE

GEMBOGL

1960-61.

12-1960/61. M.A. LYNCH. DOMPOMERI & MARAFUNGA.

13-1960/61. M.A. LYNCH. MITNANDE C. DIVISION.

Kindawa Office Copy



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of..... EASTERN HIGHLANDS Report No. CHIMBU No. 12 of 1960/61.

Patrol Conducted by..... M.A. LYNCH, C.P.O.

Area Patrolled..... POMFOMERI - MARAFUNGA AREAS CHIMBU SUB-DISTRICTS.
GOROKA

Patrol Accompanied by Europeans..... NIL

Natives..... 2

Duration—From..... 3./3./1961 to..... 21./3.1961

Number of Days..... 8

Did Medical Assistant Accompany?..... No

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

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

Map Reference..... GOROKA CHIMBU MILINCH SERIES

Objects of Patrol..... SURVEY PROPOSED ROAD GEMBOGL TO

MARAFUNGA

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

/ /19

.....
District Commissioner

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

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

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

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

TERRITORY OF PAPUA AND NEW GUINEA.

JWK/lmm.

No. 67-3-2.

Sub-District Headquarters,
Chimbu Sub-District,
KUNDIAWA.

3rd May, 1961.

The District Officer,
Eastern Highlands District,
GOROKA.

Subject: Chimbu Patrol No. 12 of 1960/61.

Attached hereto please find:-

- (i) Copies of Report of above patrol in triplicate.
- (ii) Camping Allowance claim in triplicate.

The Report was received on the 10th April, 1961. I apologise for the delayed transmission which was occasioned by my being the only officer at Kundiawa to deal with courts and other official commitments.

2. The patrol was undertaken on my instructions. Its objectives were to carry out a preliminary survey of the proposed road from POMPOMERI in the Upper Chimbu Census Division to MARAFUNGA in the Upper Asaro Census Division and to report upon the more easily discernable problems and consequential difficulties associated with the roads construction. The road has been proposed by the District Commissioner.

3. Two routes were inspected: (a) From Pompomeri to Marafunga via the Koragamba grasslands and (b) From Kwongi to Pompomeri via the Koragamba grasslands.

4. The difficulties of constructing either road are obvious. Briefly they are:-

(a) Pompomeri to Marafunga route.

(i) The uncertainty of reaching the Koragamba grasslands by a road with a satisfactory gradient.

(ii) The extensive forest region which prohibits all but the most restricted view of the countryside. This forest covers approximately 75% of the distance from Pompomeri to Marafunga.

(iii) The complete absence of any population to construct and maintain any road through the forest belt (12 to 14 miles).

(iv) The absence of any suitable store or gravel for surfacing purposes.

(v) The inability of Mr. Lynch, because of Terrain and vegetation to find an alternate route to that cut by Mr. Creedy and Cpl. TOKAM. Such route in Mr. Lynch's opinion being too steep.

(b) Kwongi to Pompomeri.

(i) No nearby population to construct and maintain a section 3 to 4 miles long.

(ii) The absence of any extensive rock outcrops which could be utilized for surfacing the road.

(iii) The uncertainty of being able to build a road with a reasonable grade from Koragamba grasslands to Pompomeri.

Other problems which would have to be overcome are common to both routes. Obvious ones are:-

(i) The necessity to construct labour quarters as the centres of population lay some considerable distance from either route.

(ii) The necessity to organize an adequate food supply. This would entail carries lines as the gardens would be at a much lower altitude than that at which the workers would be engaged.

(iii) The necessity to ensure the health and comfort of the workers. The road would be built at an altitude of over 9000 feet. This means that blankets would have to be issued; sleeping quarters would have to be rain and wind proof;

(iv) Absence of rock or gravel outcrops means that the road would not be surfaced thus the time during which the road would be trafficable would be limited.

5. Such are the problems and difficulties. What would be the benefits that would accrue from such a road. Frankly I see little. The road would;

(i) Allow access to the Upper Chimbu River area from the Upper Asaro Valley and vice versa. The only benefit arising out of such access would be economic. At this juncture such benefit would be negligible as there are no long term cash crops in the Upper Chimbu Valley moreover D.A.S.F. advise there is no possibility of such a crop being introduced for some considerable time. Distance and competition from the more centrally located growers would preclude Upper Chimbu growers of short term cash crops such as European vegetables from marketing their produce in Goreka.

(ii) Satisfy the desires of the native people for such a road.

6. The problems associated with the construction of the road plus the small benefits that would accrue from its presence convinces me that such a road is not warranted at present. Accordingly I recommend that the road be constructed only as far as Pompomeri and its continuation from Pompomeri be shelved until such time that the presence of such a road would be a material asset to the people.

7. Submitted for your information, please.

(James W. Kent.)
Assistant District Officer.

TERRITORY OF PAPUA AND NEW GUINEA.

JWK/lmm.

16
No. 67-3-2.

Sub-District Headquarters,
Chimbu Sub-District,
KUNDIAWA.

3rd May, 1961.

The District Officer,
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GOROKA.

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- (1) Copies of Report of above patrol in triplicate.
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(1) The uncertainty of reaching the Koragamba grasslands by a road with a satisfactory gradient.

(11) The extensive forest region which prohibits all but the most restricted view of the countryside. This forest covers approximately 75% of the distance from Pompomeri to Marafunga.

(111) The complete absence of any population to construct and maintain any road through the forest belt (12 to 14 miles).

(1v) The absence of any suitable stone or gravel for surfacing purposes.

(v) The inability of Mr. Lynch, because of Terrain and vegetation to find an alternate route to that cut by Mr. Greedy and Cpl. TOKAM. Such route in Mr. Lynch's opinion being too steep.

7/11/61
200/115

(b) Kwongi to Pompomeri.

(1) No nearby population to construct and maintain a section 3 to 4 miles long.

(ii) The absence of any extensive rock outcrops which could be utilized for surfacing the road.

(iii) The uncertainty of being able to build a road with a reasonable grade from Koragamba grasslands to Pompomeri.

Other problems which would have to be overcome are common to both routes. Obvious ones are:-

(1) The necessity to construct labour quarters as the centres of population lay some considerable distance from either route.

(ii) The necessity to organize an adequate food supply. This would entail carries/lines as the gardens would be at a much lower altitude than that at which the workers would be engaged.

(iii) The necessity to ensure the health and comfort of the workers. The road would be built at an altitude of over 9000 feet. This means that blankets would have to be issued; sleeping quarters would have to be rain and wind proof;

(iv) Absence of rock or gravel outcrops means that the road would not be surfaced thus the time during which the road would be trafficable would be limited.

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7. Submitted for your information, please.

(James W. Kent.)
Assistant District Officer.

TERRITORY OF PAPUA AND NEW GUINEA

MAI/pal.

File no. 67-1-1.

Gembogi Patrol Post,
Chimbu Sub-District,
Eastern Highlands District.

29th March, 1961.

The Assistant District Officer,
Sub-District Office,
KUNDIAWA.

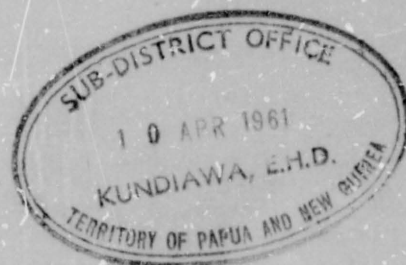
Subject: Patrol Report: Gembogi-Marafunga Road
Survey.

Forwarded herewith are three copies of the above Patrol Report.
As requisitioned Patrol Report Covers not yet received this office, it
would be appreciated if covers could be added to the reports at Sub-
District Office.

2. Also, please find attached a contingency for camping allowance
arising from the above patrol.

M. A. Lynch
(MA. Lynch.)
P.O.J.C., Gembogi.

MAI
ved



TERRITORY OF PAPUA AND NEW GUINEA

MAL/pal.

File No. 67-1-1.

Gembogl Patrol Post,
Chimbu Sub-District,
Eastern Highlands District.

28th March, 1961.

The Assistant District Officer,
Sub-District Office,
KUNDIAWA.

Subject: Patrol Report:- Gembogl - Marafunga Road
Survey.

Subject of Patrol

In compliance with your instruction 10-7-1 of 8/2/61 to undertake survey of proposed road site between Pomponeri and Marafunga, two short trips were made this month. During the first, the Pomponeri - Karagamba section was thoroughly investigated and during the second, the proposed route between Karagamba and Marafunga was travelled.

Police Accompanying Patrol

Sen. Constable Druso and Constable Yegiora, 5th year.

Patrol Diary

Friday, 3rd March.

- 1015 Departed Gembogl, arriving Pomponeri 1135, having inspected road construction work between Gembogl and Pomponeri en route.
- 1230 Departed Pomponeri and followed western bank of the KOBAGAMBA creek junction. Western bank extremely prone to landslides and unsuitable for road site crossed new creek at junction and climbed hill on northern side of KOBAGAMBA creek to observe possibility of route on opposite bank. Crossed creek and returned downstream.
- 1540 Arrived Pomponeri. Overnight Pomponeri.

Saturday, 4th March.

- 0630 Departed Pomponeri and followed several routes from Pomponeri, finally choosing one which incorporated only a short section worked by Corporal TOKAM some years ago. Found satisfactory route as far as KILU, Namlet from where the going appeared to be very steep.

Whether or not this final section will be satisfactory will depend entirely upon where the survey pegs reach the vicinity of KILU. A native track to the south was followed but led to no promising route.

1450 Returned Pomponeri. Overnight Pomponeri.

Sunday, 5th March.

Day observed Pomponeri. Overnight Pomponeri.

Monday, 6th March.

0700 Departed Pomponeri.

0815 Arrived Gembogl.

Tuesday, 21st March.

1100 Departed Gembogl, arriving Pomponeri 1215, inspecting roadwork en route.

1500 Inspected progress in pegging route between Pomponeri and Koragamba.

1500 Returned Pomponeri. Overnight Pomponeri.

Wednesday, 22nd March.

0610 Departed Pomponeri reaching eastern end of KORAGAMBA grasslands at 0910. This is as far as road could be built without moving workers from their homes to sides closer to the route. From here the track began climbing through thick forest until reaching the ridge top which is followed for some time before a long descent through the swathe of fallen timber cut by Corporal TOKAM. Finally a short cut was taken to PALANI River which was followed downstream for a mile or so before cutting over the last ridge to Marafunga Grasslands and Collins Bros. Sawmill.

1740 Arrived Marafunga, remained overnight.

Thursday, 23rd March.

0730 Departed Marafunga and walked down sawmill road to Korfena Rest House. Had originally intended to return by the way we came but police and carriers feet were cut about by thorns and prickles yesterday. Met P.O. Pat Dwyer at Korfena Rest House. Proceeded to Kongi Rest House.

1735 Arrived Kongi Rest House. Within a short time 8 Luluais and 1 Faltul presented themselves for a discussion. Remained overnight.

Friday, 24th March.

0840 Departed Kongi, investigated a possible road route through Kongi to Gembogl. Reached top of pass at 1200. Descended to Koragamba and Pomponeri where extra patrol gear was collected, and proceeded Gembogl.

1755 Arrived Gambogi.

During the first trip to Pomponeri, the only reasonable road route to the Koragamba grasslands was thoroughly investigated. Since then a small team have begun putting survey pegs every $12\frac{1}{2}$ feet, at a grade 1 in $12\frac{1}{2}$. It is not yet certain whether this grade will permit the road to reach the top of the ridge west of Koragamba in the short distance available as pegging is still taking place on the lower reaches. It would appear that there is no other reasonable route than the one chosen and the only alternative would be to increase the grade if 1 in $12\frac{1}{2}$ is found insufficient. Information regarding this will be forwarded as soon as pegging is completed.

Once the top of the ridge is reached, the next few miles through the Koragamba grasslands should present few difficulties.

However, the remaining forest section presents the biggest obstacle. An officer walking through it has a very restricted view (rarely exceeding a chain or two) and the few more extensive views gained in a couple of isolated spots are insufficient to provide a good impression of the general lie of the area. It would appear certain however that the swathe cut by Corporal TOKAN (in conjunction with Mr. P. Lucas in 1958) would appear to be too steep to be a good road and it is difficult to see if a few detours would be possible to avoid the steeper sections and create a better grade. It would be necessary for an officer to conduct a through survey of this section to find a better route - it would be easier for such an officer to undertake task from the Marafunga side of the forest as this forest section is more readily accessible from that side and the Marafunga roadhead is the necessary starting point for the survey.

Of the $10\frac{1}{2}$ hours it took to reach the Marafunga roadhead, $\frac{7}{8}$ of these were spent in the forest section out of range of villagers in the Upper Chintu Valley. It was immediately evident that such a long section (approx. 12 miles) without any native population near at hand to construct and maintain it, would be a major problem. Housing would have to be constructed for workers (not difficult as plenty of local materials available) and they would have to be fed.

The feeding would prove to be a rather expensive business whether the food was supplied from the Chimbu or the Asaro Valley. Mechanical transport or a large carrier line would be needed to maintain this food supply as, no matter how willing the workers may be they could not work on empty stomachs. An alternative route was suggested - via KONGI and MIRIMA to GOROKA. It was decided to inspect briefly this proposal by returning to Gembogl via KORFENA, MIRIMA and KONGI, instead of retracing our steps through the forest. At KORFENA, Mr. P. Dwyer, P.O. was met and the party continued to KONGI Rest House.

At KONGI, within a very short space of time, 3 Ialualis and a Tultul presented themselves, with some food and firewood, for a discussion from which it emerged that there was considerable agitation from the KONGI and MIRIMA people (many of whom have ties in the Chimbu Valley) for the road to be routed through their area. These headmen expressed their willingness to build a road through their area to the ridgetop (which is only two miles east of the eastern end of KORAGAMBA.)

The next morning four Ialualis accompanied our party for several hours to point out the various alternative routes they had to suggest. It was certainly evident that a route through this area would be near to a large population for all but three or four miles (as against approx. 14 miles of the alternative route.) However, there was insufficient time to investigate the routes suggested by the Ialualis, although two of them would certainly warrant further investigation.

While at MARAFUNGA, it is noted that it had not been possible for the Collins Bros. to find sufficient stone or gravel for surfacing the road. This would also possibly be a problem for the Gembogl road as no stone outcrops were noticed on the way to MARAFUNGA and only two or three on the climb up from KONGI. If this is so, it would be necessary for river gravel to be carried long distances - emphasising even more that it would be much easier if the road could be sited through the KONGI population.

conclusions drawn the survey are:-

- (1) If the present surveying team is able to reach the ridgetop between POMPOHRI and KORAGAMBA with a grade 1 in 12½, no serious difficulty is expected in the construction of this section apart from the initially frequent slides that are bound to occur because of the soft nature of the subsoil here.
- (2) The road through the grasslands may be built without difficulty by the people of the Ohimbu Valley.
- (3) A careful survey by an officer from GOROKA is warranted before work should be allowed to begin on the section to MARAFUNGA. If it is then considered that the difficulties to be experienced here are worthwhile, then the work should proceed.
- (4) A through investigation should also be made of the proposed routes via KONGI and it is felt that if a practical route may be found via KONGI, it would be advisable to take the opportunity offered by the apparent willingness of the people there to construct this road.

For your information,

M.A. Lynch
(M.A. Lynch.)
R.O.L.C., GOROKA.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of EASTERN HIGHLANDS Report No. 13/60-61

Patrol Conducted by MR M. LYNCH C.P.O.

Area Patrolled MITWANDE CENSUS DIVISION

Patrol Accompanied by Europeans 1 MR T. NEWTON

Natives 1 POLICE, 1 INTERPRETER

Duration—From 9/1/1961 to 8/2/1961

Number of Days.....

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services 9/1/1961

Medical / / 18.....

Map Reference.....

Objects of Patrol census Revision, Resettlement Administration

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

/ /19

District Commissioner

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

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

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

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

67-3-2



TERRITORY OF PAPUA AND NEW GUINEA

In Reply
Please Quote

No. 67-4-2

District Office,
GOROKA.
Eastern Highlands District.

17th July, 1961.

Assistant District Officer,
KUNDIAWA.

CHIMBU PATROL NO. 13 of 1960/61.

Receipt is acknowledged of the report of the above patrol conducted by Mr. C.P.O. Lynch, together with your covering comments.

With the vast number of pigs consumed in the feasting in the Upper Chimbu I am not surprised that four people died. I do not think we will do very much to prevent this as long as such feasts take place.

I have approached the District Agricultural Officer to post one of his men to Gembogl and he states that one will probably be available in a few weeks. It is necessary to have an Agricultural Officer permanently in this area to endeavour to assist the people to improve yields. It does not seem that cattle are feasible in the area, but I would leave that to the Department of Agriculture to decide.

The piglets you mention at paragraph 10 are no longer available. I shall take up the matter of an E.M.A. for Gembogl with the Regional Medical Officer.

This is a good report of what I know has been a conscientious patrol. Relevant extracts are being forwarded to the departments concerned.

Howe
DISTRICT OFFICER
(E. FLOWER)
District Officer.
19 JUL 1961
KUNDIAWA, E.H.D.
TERRITORY OF PAPUA AND NEW GUINEA

↓
Mr. Eskine.
Feasting will probably
take place during your
absence. I suggest
he occupy the second
bedroom in the Police
residence until such
time as a separate
dwelling, if ever, is
erected.
elb 20/7

Please P/A after personal
Scroggy 20/7
P/A

ulc

GR

F

TERRITORY OF PAPUA AND NEW GUINEA.

JWA/lma.

18
No. 67-3-2.

Sub-District Headquarters,
Chimbu Sub-District,
KUNJIANA.

6th July, 1961.

The District Officer,
Eastern Highlands District,
GOROKA.

Subject: Chimbu Patrol No. 13 of 1960/61
Upper Chimbu Census Division.

Attached hereto please find in triplicate copies of a report on Chimbu Patrol No. 13 of 1960/61 submitted by Mr. M.A. Lynch Cadet Patrol Officer.

2. The delayed transmission of the report together with comments, which is regretted, was caused by the delayed compilation of Census figures. Mr. Newton who accompanied Mr. Lynch during the latter stages of the patrol undertook, independently, census revision of a number of the Census Units. At the time Mr. Lynch submitted his report Mr. Newton was in Goroka under medical observation and has only just been able to complete compilation of his section of the census revision.

3. Comments on the various portions of the Report are as follows:-

4. Native Situation

Basically the native situation remains unchanged since the last patrol to the Census Division. The people still retain their pro Administration attitude which can be considerably strengthened if certain permanent social services particularly in the Health and Educational fields are instituted. Comments and recommendations on these aspects will be found under the relevant headings.

5. The comment that at least four people died through eating of excessive amounts of tainted port during the recent pig festival is the first indication that this Office has had of such deaths. It is a pity that such deaths were not reported immediately as action could have been instituted to ascertain the exact cause of the deaths (Para 3).

6. Mr. Lynch has not stated in what way the rift between the INAGUL and DENGAMBAUGH groups remains unhealed following the death of Tultul KENERAI. In fact I am surprised that tension still exists as Mr. Lynch had previously reported that the rift was quite healed. Tultul KENERAI of MABUAGU died following the drinking of some native medicine prepared by an INAGUL man. A Post Mortem revealed no suspicious circumstances in his death and analysis of leaves used in the brewing of the medicine revealed no poisonous properties. I am requesting further information from the P.O.I.C., Gembel on this point.

JWA
LMA
6/7

7. Mr. Lynch has not produced any facts to support his statement that the younger generation like 'many Australians' do as little work as possible (Para 7). It has been my experience that the traditional life of the Chimbu, like many other natives of the Territory, is sharply divided into two distinct periods. One of intensive activity during the garden period and one of relative inactivity during the months the gardens are maturing and producing. Observation of native society during the latter period could easily create a false impression of indolence when in actual fact all that is being enjoyed are the fruits of months long labour.

8. Agriculture, Stock and Fisheries.

The Agricultural Officer states that it is difficult to ascertain whether or not garden yields in the Census Division are decreasing. Such information can only be obtained from the people and they are not sure; however it is possible that there may be a decrease because of more intensive gardening (Para 7). Also from the Agricultural Officer comes the information that in his estimation, that within Thirty years, there will be no more arable land in the majority of the localities in the Census Division (Para 7). This would indicate that resettlement of certain Census Units or portions of Census Units must be considered a distinct possibility and as such must be faced by the Administration. The first indications of a land shortage should reveal themselves to the people within the next ten years according to the Agricultural Officer. This means that the Administration should commence active propaganda towards encouraging voluntary migration, preferably to the Namu fall of the Bismarks, within the near future. I would welcome your comments and suggestions on this point.

9. In regard to what Mr. Lynch regards 'as one of the most destructive' gardening habits of the people, i.e. the grazing of pigs in old garden areas the Agricultural Officer reports that the practice is not as harmful as it would appear. Most of the soil revealed after the pigs have foraged consists of newly weathered rock relatively fertile and therefore the practice cannot be considered a problem when the immediate future arable land requirements of the people are concerned. Its effect on the long term land interests of the people of course is a different matter and a campaign to discourage the practice will be discussed with the Agricultural Officer at Kundawa (para 8).

10. Would you please enquire from the District Agricultural Officer what has happened to the piglets that were available for purchase (para 9). This was a matter which should have been pursued by the P.O.I.C., Gebege but was never carried through following the initial representations.

11. Apart from the grass land slopes of Mt. KERIGOMBA and one or two quite small grass areas there are no suitable cattle grazing areas. The grasslands are all situated between 9,000 to 11,000 feet according to Mr. Lynch and, if cattle were introduced to these areas, it would necessitate herders and their families living continually with their herds. The intense cold, plus the difficulty of growing subsistence crops over 8,000 feet, together with the necessity to train the people in cattle husbandry are major obstacles which would have to be overcome before cattle could be introduced with reasonable assurance of success. I would like to know the success of the cattle projects in the Bena area and the amount of time a D.A.S.F. Officer devotes to these projects before I would recommend the introduction of cattle to the Upper Chimbu. I suspect that the scheme is not very feasible however any information you could supply would be welcomed.

12. Mr. Lynch does not say what the potential for fish entails. No doubt fish of the trout variety will thrive in the upper reaches of the streams. This has been demonstrated in a number of creeks in the Goroka Sub-District but I have never heard that their presence has had any great benefit in the diet of the people or added to their financial income. Introducing fish merely for their presence does not appear very practicable and in my opinion should not be attempted when other avenues for economic development and means of improving the diet of the people exist.

Village Officials.

13. I cannot locate on file the approval for the appointments of Tultula MUNO and UMBA would appear that the P.O.I.C., Gembogl has appointed both men without first seeking approval. An instruction outlining the procedure to be followed in the appointment of Village Officials will be sent to the P.O.I.C.

14. Roads, Bridges and Airstrips.

The road from Kundiana to Gembogl is passable only to landrovers because with present facilities it is not possible to open and widen the road to longer vehicles. A submission to the District Commissioner that tenders be let for the carriage of stores to Gembogl has been approved and tenders have been called. The first batch of cargo to be carried by vehicle is scheduled out of Kundiana early in July (paras 18 and 19). This will obviate the future carriage of supplies by human portage.

15. REGLSUCK airstrip is quite capable of taking Otter aircraft and in fact was used extensively by such aircraft during the establishment of Gembogl Post (Para 19); however the airstrip is Mission owned and as you know certain D.C.A. regulations apply in respect of such airstrips. The District Commissioner is attempting to have the strip taken over by the Administration but to date he has not been successful.

16. ECONOMIC DEVELOPMENT.

Until a suitable long term tree crop is found it appears that the economic development of the areas north of GOROKA must be based on small scale timber milling ventures and the sale of fresh vegetables.

2. In my 67-5-2 of 8/11/61 I requested that the Forest Officer at Goroka undertake a survey of the timber resources in the Upper Chimbu area. May I be advised, please, as to whether you have had any success in obtaining his services and if so the probable date of the survey.

17. Arrangements are being made for the sale of English potatoes from the Census Division at Kundiana and Goroka. Additional onion trials are to be undertaken and if successful the seed will be distributed (paras 20, 21 and 22).

MEDICAL AND HEALTH.

18. A Medical Assistant was recently posted to Gembogl on a temporary basis. The sharp increase in the number of inpatients during his stay amply demonstrated not only the faith the people have in medical services extended by the Administration but the necessity of an EMA being posted permanently at Gembogl. Accommodation is available and I strongly recommend that urgent representation be made to the Regional Medical Officer that a single EMA capable of patrolling be made available (Paras 23 & 24).

19. Dr. Bailey of the Medical Research Division will shortly be extending his investigations into the dieting pattern and malnutrition incidence of the Upper Chisbu area.

EDUCATION.

20. There is a distinct possibility that there will be a European teacher posted to Gombogl within the next six months. A station school will have but a small impact on the education problem and I recommend that efforts be made at District level for the establishment of at least one village school under the crash education programme (paras 27 and 28 and 29). Location of the school could be at WOMBATRE where the people are prepared to give land.

21. CENSUS.

3 copies of Census figures are attached. The natural increase of 295 was augmented by a total gain from migrations of 71 making a total increase of 366.

22. GENERAL.

Mr. Lynch conducted a good patrol. The report is not up to the same high standard as his field work in that it contains a number of statements which are not supported by facts. This can be rectified by more experience in compilation of reports. Knowing Mr. Lynch I am sure he will do this as he has the makings of an excellent Officer displaying keenness and intelligence in all facets of his work. I would welcome his return to Gombogl on his return from leave.

23. Submitted for your further action, please.

(James W. Kent.)
Assistant District Officer.