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PATROL REPORTS

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Station : Baiyer River

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Papua New Guinea Patrol Reports

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WISCONSIN HIGHLANDS DISTRICT PATROL REPORTS

1968-1969

BAIYER RIVER

| <u>Report No.</u> | <u>Officer conducting Patrol</u> | <u>Area patrolled</u> |
|-------------------|--------------------------------------|--|
| 1-68-69 | W.A. Carthern | Remna valley, part of Baiyer River C.D. |
| 2-68-69 | R.C. Olive | Part of Baiyer river C.D. |
| 3-68-69 | W.A. Carthern | Baiyer River |
| 4-68-69 | R.C. Olive | Part Baiyer C.D. |
| 5-68-69 | P.P. Baiya | Baiyer River |
| 6-68-69 | R.B. Gruickebank | Part Lower Lai & part Lower Jimi C.D. |
| 7-68-69 | C.R. Brillange | Baiyer River C.D. |



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Director of MINISTER HEADQUARTERS Report No. BATER RIVER 1.12 1962/63

Patrol Conducted by MR. M. A. G. JONES, A.B.S.

Area Patrolled RIVER VALLEY, JOHN OF SAULS RIVER DISTRICT, DISTRICT

Patrol Accompanied by Personnel 10

Name 1. Jones
1. Baker, etc.

Duration—From 8 / 2 / 63 to 23 / 7 / 63

Number of Days 16 days

Did Medical Assistant Accompany No

Last Patrol to Area by District Officer 1962 / 1963

Medical 1962 / 1963

Map Reference General Map

Objects of Patrol 1. Supervision and maintenance of sections of the Rikyas-2011 road by General Administration

Director of District Administration,
PORT MORESBY.

Forwarded, please

1 / 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 £

67-4-57

1947

1947

MEMORANDUM FOR THE RECORD

MEMORANDUM FOR THE RECORD

Re: [Illegible]

[Illegible text]

cc: Mr. Tolson, Director, FBI, Washington, D.C.

[Illegible]

It is noted that [illegible] should be a continuing process in all [illegible] with the emphasis on the advantages of [illegible].

TERRITORY OF PAPUA & NEW GUINEA

KH:MG
67-1-1

Department of District Administration,
District headquarters,
MORIT HAGEN, F.M.S.D.
7th May, 1969

The Director,
Department of District Administration,
KOROROA

PATROL REPORTS

In reference to your 67-1-0 of the 18th April, 1969.

According to our files (two) reports were forwarded. However, copies are attached for your records with the exception of Mij 3/68-69.

Mr. Lap's report was brief, however, as he is a Local Government Assistant, this was accepted.

A copy of Mij 3/68-69 is being obtained and will be forwarded as soon as possible.

Smiley
S. H. SMILEY
DISTRICT COMMISSIONER

A
16/5

Salween River Patrol Report No. 1 of 1968/69:

(10)

Patrol Personnel:

Europeans: Mr. J.A. Denton, A.D.C.

Natives: Const HMT
Interpreter HMTIL

Area Patrolled:

Naung Valley, part of Salween
River Census Division.

Duration of Patrol:

16 days, from 8/7/68 to 23/7/68

Last Patrol in Area:

D.D.A. - May, 1968.

Map Reference:

Journal of Burma

Object of Patrol:

1. Oversee construction of
section of the Naung-Sali
road.

2. General Administration.

(9)

Baiyer River Patrol Report No. 1 of 1968/69.

DIARY

Monday, July 8th, 1968:

Left Baiyer River Patrol Post after lunch by vehicle, with patrol gear and Const. EMMI.
Got up camp past GSK Northouse on the Baiyer-Jiri road, now under construction, about a mile past the road head.
Walked another half mile up the road inspecting the progress to date and speaking with the people engaged on the construction of the road.

Tuesday, July 9th, 1968:

Inspected the first section, of about two miles, speaking with the workers and giving advice on the forming of their sections of road. Heard some petty disputes in the late afternoon. Worked on my last patrol report in the evening.

Wednesday, July 10th, 1968:

Walked up to the second section of about three-quarters of a mile at the head of the ridge and inspected the individual sections giving advice on the cutting and forming of the road.

Thursday, July 11th, 1968:

Inspected work on some sections of the first part. Prepared a bench and diverted a stream into it prior to laying a two-foot culvert at that point. Began filling the now-dry gully where the stream flowed.
Heard further disputes in the afternoon and worked on patrol report.

Friday, July 12th, 1968:

Walked again to the top of the range to inspect the progress of work on the second part of road. Two sections were finished so I sent the people involved home. Returned down the road and finished the laying of the culvert in pouring rain. Returned to the camp by 4.0 p.m. and did newspaper work.

Saturday, July 13th, 1968:

Drove by motor bike to the Patrol Post to attend to some matters and complete some outstanding paper work. Returned to the camp after lunch.

Sunday, July 14th, 1968:

Inspected work on some sections done by people who had elected to work through the weekend in an endeavour to finish their sections.

Monday, July 15th, 1968:

Inspected all sections and walked to the top of the range to see progress of work there. Heard some petty disputes and did paper work.

Tuesday, July 16th, 1968:

Supervised and gave advice on road construction. The District Commissioner and Director of Public Works arrived to inspect progress of work and accompanied them to the end of the first part being worked on.

Wednesday, July 17th, 1968:

Inspected road work and heard some petty disputes. Worked on patrol report.

Thursday, July 18th, 1968:

Supervised work on lower sections and helped with advice on forming. Drove to the Patrol Post after lunch to confer with the A.D.C., Mt. Nagan.

Friday, July 19th, 1968:

Inspected progress of work as far as the top of the range. Heard some courts and worked on patrol report and other paper work.

Saturday, July 20th, 1968:

Supervised work on lower sections and drove into Patrol Post after lunch to type out patrol report. Night at Station.

Sunday, July 21st, 1968:

Completed typing of report, returned to road camp. Inspected work of some groups who had elected to work back.

Monday, July 22nd, 1968:

Inspected progress of work on all sections of lower part. Did some paper work and heard courts in afternoon.

Tuesday, July 23rd, 1968:

Inspected all sections to the top of the range. Packed patrol gear and returned to the Patrol Post by car after lunch. Bed of Patrol.

Introduction:

The purpose of this patrol was to supervise and advise the people engaged on building the Baiyer to Ruti road. In addition an attempt was made to gauge the attitude of these people to the self-help project they have undertaken.

Work was begun on this road in early November of 1967 and, to the end of July, approximately six months of effective work has been done on the road in four separate sections totalling approximately 7½ miles. These sections have been worked in succession over this period by dividing each section into smaller sections and allocating them, taking into account difficulty of terrain and group sizes, to each Councillor and his group. Then, once a particular group's section is completed they are free to go, when all groups have finished their sections another section is divided among them.

In this way the road has left the Bird Sanctuary turn-off and has been cut, graded and shaped to a 30 foot carriageway, practically to the top of the RAMBA Valley restraint with only a short section of a little over half a mile, some half-mile from the top, to complete.

From the Baiyer River bridge the road follows along the undulating plain on the north-west bank of the Rama River for some six and a half miles, it then begins the steady 5° to 7° rise along the north wall of the Rama Valley, to a height of a little over 6,000 feet. This is an overall climb of about 2,500 feet in some four miles. From the top of the ridge the road will head steadily downhill to the large plain of the Lower Jini, a drop of some 4,000 feet. The distance to the flat land will be about ten miles, most of it involving cuts similar to those on this side of the range and some of it, near the top, involving even greater cuts along side slopes of 50° to 60°.

The earth through which the road is being cut varies from the sticky, red clay type of soil to a loose shale type of soil which is always breaking up and sliding. Interpriced regularly all the way up this side of the ridge and, I believe down the other side too, are rock faces jutting into the road, as high as 20 feet and as wide as 30 feet, and also individual rocks scattered all the way up the road to a size of 1,500 cubic feet.

Progress Report - Baiyer-Ruti Road:

The first section, of about four miles over flat to undulating terrain, was begun in early November and completed in late December. The second section, of about ½ mile which brought the road head a little way up the North wall of the Rama, was begun in early January and completed in ~~early~~ late February. The third section, of about two miles and all involving cut, was begun in mid-April and at present is practically finished. The fourth section, almost ½ mile being at the top of the ridge, was begun in May by the people of the Luni area and was recently finished, in late July. This leaves a section of about ¼ mile between and about 100 yards at the top involving the cut through the ridge. It is anticipated that work will commence on this section in early September.

At present about five miles of road is accessible by car, the next two miles are blocked by recent slides. If the Council succeeds in its tender for the P.W.D. Bulldozer it will be possible to clear these slides before the next section is attempted. If it is not then further work will have to be put into this section in September, so setting back subsequent work considerably.

A section of about 1½ miles has been gravelled to date, to a width of about 12 feet. The gravelling has been done with the

(6)

Council tractor and a locally-hired tractor.

This patrol supervised works on the third and fourth sections of road. Manpower used on these sections was, respectively, 1,200 men and 700 men, although this was by no means an average. The 700 men used on the fourth section were not used on this road prior to this and it is not anticipated that they will be used again in the future. So a labour force varying from 900 to 1,200 men is the force available for this work. Payment to this force for construction of a length of road of approximately $\frac{1}{4}$ miles has been made, this has worked out to a total of about £8,500. Another £1,500 has been spent on bridge and culvert materials and gravelling of the $\frac{1}{4}$ miles of road. This makes a total of \$10,000 spent to date. The third section, of two miles, then, has not been paid for and payment will have to be made before work can begin on the next section. Also further funds will have to be made available before gravelling can continue.

The constructed road has been able to follow the pegs put in by the surveyors, Laurie and ~~Kangaroo~~ Montgomery, fairly closely. Only where the amount of cutting and filling was too great for hand labour were short detours made. However, the finished sections are all below 7° climbs and, in fact, average about 5°. No bridges needing decking have been constructed on the road as yet and there seems little need for such bridges. All creeks were bridged by log culverts up to 20 feet spans and only four creeks have so far had Argee culverting laid. The log culverts are a temporary measure and they may be expected to retain their effectiveness for about two years, hence it is necessary to replace all these culverts with Argee culverting, of three to two feet diameter.

The District Engineer has agreed to use one of his graders on the completed road prior to gravelling. This will be a great help, especially up the ridge, as poor shaping by hand causes rain water to badly erode the edges of the road. I would say pre-gravelling of this section of the road is essential to prevent the rain water from seriously damaging the gravelling to the point where the road would have to be re-gravelled. The Council is still awaiting notification on its tender for the P.W.B. 34 Crawler. If successful this plant will be invaluable in maintaining the sections of road already out. In the recent heavy rains it has ~~been~~ become apparent just what damage can be done to sections of road which are completed. To prevent labour being tied down permanently on completed sections, maintaining and clearing them, with a resulting general slow down of work on new sections, it is most important to have at hand some such plant which can prevent great damage being done to completed sections by unavoidable neglect.

It is intended to begin work on the next section of road, about $\frac{1}{4}$ mile, in September after the Council tax collection has been completed. By this time the present section, of two miles, should be completely finished and the workers will have had some time home to enable them to plant their gardens. I anticipate this section to be completed by November at which time all groups will be concentrated on the last two hundred yards over the top, involving the cut, as estimated by the Surveyors, of 64 feet through the top of its ridge. The Director of Public Works is not happy with this section as it involves such a deep bench cut. I will have to be satisfied of alternatives, if it is decided not to go ahead with this cut, before we are ready to start work on it, otherwise there will be unavoidable delay in construction while a decision is being reached. If work is begun on this cut in early November it is anticipated that it will be completed by the end of December. This means, on present indications, that the road should be completed, except for gravelling, to the top of the range by the end of the year.

(5)

As the Surveyors, Laurie and Montgomery, are merely doing a contour strip across the probable site of the road and are not pegging the road, we have had to peg out all sections ourselves with an Abney level, hence it is more by luck than judgement that the made road is anywhere in the vicinity of the surveyed strip. Apart from the considerations of inaccuracy in our construction of the road it seems extraordinary that although there are some five, at one stage ten, qualified surveyors, engineers and draughtsmen on this job the road is in fact being built to the levels done by a completely unqualified person using a far from accurate instrument. The top section, of about a mile and a half, was in fact pegged by one of these surveyors at our request, but to date this is all that has been done. As they will be completing the job probably within the next month it is likely that the complete section from the top of the range to Bnti will have nothing more than their 100ft. pegs and cements to show where a road should go. It is impossible for the construction workers to follow these pegs in their work, hence it seems likely that the other side will also be constructed on levels put in locally with an Abney level.

Labour - Baiyer-Bnti Road

Organization:

As mentioned earlier, the road has been built on a group basis by allocating sections to each Councillor's group and making them responsible for the completion of that section. By doing this labour efficiency has been kept at a maximum as with a concentrated labour force there is a tendency for the labourers to work in rotation due to crowding on the job. In addition the people have been given a definite goal to work for as they realize that once their section is finished they are free to go home and wait for the slower groups to complete their sections.

Although on the first section the workers were required to work six days a week, they are at present only working for five days a week. The distance to work from their homes has now increased and this, with a difficulty in supplying food to them, has caused the shorter working week. Nevertheless many groups elect to remain at work over some weekends in an attempt to speed up progress on their sections. They are not required to work on Saturdays or Sundays.

Houses are built for these workers near their sections on the road, as the road moves up new houses are built further up the ridge. Originally, on the first section, food was supplied to the workers by their wives carrying it to them, however on later sections all food was carried by vehicles to the workers, except for the food they carried with them to work each week. Two gardens were planted near the road last year and the workers were allocated sections of these gardens to supplement their own food. At present one is finished and the larger is half finished. Soon it will be necessary to purchase and truck up food to these workers near the top of the range. It is intended to clear and plant a large garden on the far side of the range next month.

A complete list of the working force available in the Baiyer area is held here and hence the names of all those people available to work on the road at any one time is known. The total number of names listed is about 1,200 in the Baiyer area and about 700 in the Luma area. Of these totals at any one time about 900 and 500 respectively can be found working, however the people from the Luma area are no longer required to assist in this work due to the long distances, averaging two days walk, that they have to cover to come to work. The names of workers are called regularly and so a good idea of individual attendance is gained. Hence, when

payment for each section is given to the workers it is paid out fairly to each individual on the basis of his attendance.

At present attendance at work and food supply is presenting no great problem, but it is expected that this will change once the road begins to be constructed on the far side of the range. Apart from the greater distances the workers will have to walk to work and the complete lack of any food to be had locally, there is a psychological problem in that once over the range the workers will be in a completely different environment and they will seem to be completely cut off from their own areas. For, at present, however far they may have to walk they still look down on their own areas and can see familiar places, but the Jini is unfamiliar to the majority of them and, working week after week there, they would soon become discontented and wish to return to their own areas. I feel this could be overcome to some degree by staggering the work force so that, say, five groups could work for two weeks straight through and five more groups could then relieve them for another two weeks, and so on. This would mean that each group would work for two weeks and rest for four weeks. They could cut the road down the far side on a single road head and, if possible, groups from other areas could work up from Buti, or help the Baiyers at the top of the range. At any rate help from people in other areas would mean a great morale boost to the morals of the Baiyers.

The gravelling of the road to date has been effected by using a local group to fill tractors and spread gravel and also to clear and improve the road before the gravel is laid. Stones and gravel were gathered for the tractors by the women from each ~~section~~ ~~area~~, working on alternate Mondays. Women from two ~~sections~~ ~~areas~~ have been coming to the Baiyer River on each Monday and have spent the day collecting stones and gravel from the River and heaping them in easily accessible spots for the tractors. This seems no great hardship for the women as they in fact work there for only one day in six weeks. We have found that they are able, working at this rate, to keep the two tractors going solidly for five days a week.

Attitude:

The people of the Baiyer are not keen to work on this road, with only about 75% of the population accessible on an all-weather road this is not surprising. They feel that the Jini is not really a part of their area and they resent working on a road into the Jini when their own homes are not accessible by road. They have some concept of the economic advantage to the Baiyer area as a whole that such a road, opening up vast timber and grazing areas, could bring. However, it is only natural for them to place such an economic goal behind the obvious, to them, goal of opening their own areas to coffee buyers and other businessmen enabling them, and themselves, to drive up to their own doorsteps as it were.

It is necessary to keep up a steady stream of encouragement in order to keep these people happy at this work and so far they have been surprisingly co-operative in their attitude to the road. However, it is evident that their attitude will change as they cross the range into the Jini and it will become increasingly difficult to keep up this voluntary labour. In this case either allocations will have to greatly increase to enable hiring of a foreign labour group, or the pressure of work will have to be stepped down.

At present, and in the past, no labour problems have been struck and it is expected that this situation will continue until the top of the ridge is reached later this year. The local people are quite willing to aid as much as they can in the construction of the road to the top of the range. This will mean a year of fairly intensive effort put in by them on this road, with little chance in this time to do anything else. By this time local economic ventures will begin to suffer and the standard of the internal road system will be badly affected. In times of increasing economic and social effort,

By the Administration bodies and by Councils, this area will tend to fall behind as all its efforts will be concerned with the road, and the people will begin to feel that they are being left out.

Most of the 810,000 spent to this date on the road has been spent in the Baiyer area, some 87,500 alone has been given out in wages so, in fact, the economy of the area does not appear to be suffering. However each individual would receive no more than \$6 per head for the work so far and this would not compare favourably with their normal income gained from private ventures, such as coffee.

To date, and in the near future, we can depend on the active co-operation of these people in building this road and I feel, their home and economic life will not suffer for it, as the Baptist Mission would have it. However, once work begins on the far side of the ridge, their activities will change and some difficulty will be met with in encouraging these people to work at the same rate down the far side. In addition, such sustained effort over a long period could well affect the economic and social situation in their home areas and could result in some resentment against the Administration.

Conclusions

To recapitulate some points made in the body of the report -

1. Grading of the mountainous sections of road is most important prior to gravelling. Loan of a Grader from P.W.D. at intervals would be invaluable.
2. If the Council is successful in its tender for the Grader it will aid considerably, depending on its condition, in road maintenance. However, consideration should still be given to the availability of plant machinery to help with this project, especially on the north side of the range.
3. Some decision will have to be made in the near future on the cut through the top of the ridge, or alternative siting of the road there.
4. More money will need to be allocated if work is to continue. In addition further sums will have to be allocated for gravelling.
5. The work force will have to be reorganized once work begins on the far side of the ridge and pressure of work will have to be relaxed.
6. An attempt should be made to recruit labourers from areas other than Baiyer. A group working up from Ruti, across the grasslands, would be a great help.
7. Expert help should be made available with surveying and pegging of the road to ensure this road follows as closely as possible a high standard design.
8. Arrangements should be made to enable periodic visits to the area by a qualified 'powder-monkey' with compressor to blow the numerous rock faces and isolated boulders. Present experience has shown that slips hinder the mobility of the compressor on the made road with an resulting loss of time. Also explosives appear to be in short supply.
9. Culverts should be replaced, as far as possible, by permanent culverting, such as Araco.


Could consideration be given to the above points. The

cases involving labour can be handled from here, except those involving labour from other areas.

Note.

Since writing the above a representative of the surveying firm, Leslie and Montgomery, has called for a discussion on the road. Recently the Director of Public Works has arranged for them to survey the remainder of the road to crew standards and expert help will be made available to pay it. Also they are to order surveying for the road and they are to inspect gravel deposits with a view to a rock crusher being made available. I believe also that the cut through the top of the ramps will be raised and a geological will be made available to study the south possibilities of slips in that part of the road.

This effectively disposes for the time being of the points in the Conditions 1, 7, and 9.


(S. J. Thompson)
Assistant District Officer

①

APPENDIX 'A'

Report on Local Police and New Police Constables Terry Webster

NAME: Terry Webster

RESIDENCE: Good.

PERSONALITY: Smart and Alert.

GENERAL ABILITY: A young and inexperienced policeman, appears to have more energy than he is. Should improve with careful supervision and discipline.

T. J. [Signature]
(Inspector)
Officer of the R.P. & N.C.C.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN HIGHLANDS Report No. 2 of Baiyer River 1968/69

Patrol Conducted by Mr. H.G. Olive C.P.O.

Area Patrolled Part of the BAIYER CENSUS DIVISION.

Patrol Accompanied by Europeans NIL

Notives 2 Policeman, 1 Interpreter

Duration—From 4/7/1968 to 29/8/1968

Number of Days 26 days

Did Medical Assistant Accompany? No

Last Patrol to Area by—District Services JULY /1968

Medical / /19

Map Reference Fourall of RAMU

Objects of Patrol Complete Construction of 3rd section of Baiyer-Jinal Rd.

Assist with blasting operations

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

TERRITORY OF PAPUA AND NEW GUINEA

Ref: 67-14-00

Department of District
Administration,

KOROROE. Papua.

21st October, 1960

The District Commissioner,
Western Highlands District
LAHIA LAHIA

PATROL NO. 34788 21/10/60

Your reference M.H.D. 723 of 1960 dated 1960

I acknowledge with thanks receipt of

- Special/~~Annual~~/Situation Report by
..... MR. JOHN BROWN to
..... MR. JOHN BROWN Census Divisions.

In addition to enclosure outlined by you there was no map attached to the report.

It would seem from the text of the report that local support for the project has been good but that some real assistance. There would appear to be some danger that regarding the work, the work. Another aspect that should be carefully watched by D.D.A. and Agricultural officers is that people and their crops are not over neglected by people being asked to work throughout the year.

W. R. [Signature]
[Stamp]
Director

cc. Mr. R.C. Gilroy,
C/o Sub-district office,
LAHIA LAHIA

* Delete as necessary.

67. 14. 30. ①

TERRITORY OF PAPUA AND NEW GUINEA

Telephone
Facsimile
Our Reference MED215
If calling ask for
16



Department of District
Administration,
District Headquarters,
MOUNT HAGEN, N.M.P.

15th October, 1968.

The Director,
Department of District Administration,
KORODOBU.

BALZEN RIVER PATROL REPORT No. 10-68/50
R.C. OLIVE

Attached please find two copies of the above-mentioned
Patrol Report and the Assistant District Commissioner's comments.

While this is a vast improvement on Mr. Olive's previous
reports, he has not complied with the Director's Circular of
21st June, 1968, in reference to the new form of reporting.
Consequently, Mr. Olive is being advised that future Reports
not submitted in the correct form will be returned for re-
writing.

R.S. Bell
(R.S. BELL)

Acting District Commissioner

c.c. The A.D.C.,
Mount Hagen.

67-2-5

Sub-District Office,
MT. HAGEN.

10th September, 1968.

District Commissioner,
Western Highlands District,
MT. HAGEN.

BAIWER RIVER PATROL REPORT No. 2 of 1968/69

MR. R.G. OLIVE

This report is a vast improvement. Mr. Olive is obviously putting much more effort into presentation. Occasional reference to a dictionary would now add a little polish.

If P.W.D. are going to grade the road it should be done as soon as possible as we wish to proceed with surfacing. The blasting they have done is certainly invaluable and we hope for their continued co-operation.

I cannot reiterate too often the need for substantial funds to construct the EPTI site. The Bolyer people certainly stand to gain from the road. However they naturally do not have the deep personal interest found in the normal run of road projects which provide access to home areas.

My experience in road construction on an intensive labour basis is extensive. I consider the quality of this job second to none.

For your attention please.

Len Allen
L.E. ALLEN

Assistant District Commissioner

c.c. Mr. Olive,
BAIWER RIVER.

C.I.S.,
BAIWER RIVER.

DALEY

Sunday 4th August 1968

Made final preparations to move out on patrol, and then moved out to the existing campsite on the road, by car from the station. I was accompanied by 1 police constable. Made preparations ready to start work in the morning.

Monday 5th August 1968

Inspected all roadwork and gravelling. Released one group in the evening whose mark had finished.

Tuesday 6th August 1968

Checked on blasting which began today, and then checked on roadwork. Returned to the station to see Mr. Cawthra, A.D.J. about looking after the station in his absence. Returned to the road again.

Wednesday 7th August 1968

Assisted with blasting and clearing of rocks, checked on roadwork, and returned to the station. Got hold of witnesses for the Supreme Court, and returned to the road after doing some station work.

Thursday 8th August 1968

Arbitrated in a pig dispute, checked on roadwork, and returned to station. Went back to the road in the afternoon.

Friday 9th August 1968

Made arrangements for carriers to help the surveyors. Checked on roadwork and assisted with blasting. Rain is slowing up the general progress on the road.

Saturday 10th August 1968

Assisted with blasting and checked on roadwork. Returned to the station to see Mr. Cawthra about station and road, work and then returned to the road.

Sunday 11th August 1968

Heavy rain during the night caused very considerable damage to the road. A lot of maintenance will be required to straighten it out. Did a general inspection of the road.

Monday 12th August 1968

Assisted with blasting, and checked on roadwork. Made arrangements for slides to be cleared and an access track cleared for vehicles.

Tuesday 13th August 1968

Checked on roadwork and blasting and maintenance. Called roll of workers. Inspected gravelling work on the first section.

Wednesday 14th August 1968

General supervision of road, construction, maintenance and gravelling. Went to see Mr Cawthorn at the station about various matters, and then returned to the road.

Thursday 15th August 1968

Moving the compressor to the bottom of the hill past and over the various slides. Checked on roadwork.

Friday 16th August 1968

Blasting on the first rock face part of the day. Arranged for food to be brought up to workers. Checked on roadwork which is speeding up now as the weather has dried out a lot.

Saturday 17th August 1968

Road supervision. I released two groups in the evening whose marks finished today. Heavy rain most of the night.

Sunday 18th August 1968

The remaining lines have nearly finished their marks and so decided to work through the weekend until their marks finished. I checked on the roadwork being done.

Monday 19th August 1968

Checked on the next unworked section, and made preparations to scale up marks to the groups on this section. Released one group late in the evening.

Tuesday 20th August 1968

Supervised road maintenance and construction. Assisted the surveyors with labour to build a camp.

Wednesday 21st August 1968

Checked on roadwork, and then returned to the Station. Did various work there, picked up food for the workers, and returned to the road.

Thursday 22nd August 1968

Cut down a pine tree near my camp with the chain saw. Supervised roadwork and maintenance.

Friday 23rd August 1968

Checked on roadwork and then went to see Mr. Cawthorn at Gegl Westhouse where he is collecting tax. Went to the station and then went up to the road and moved the compressor up to the next blasting site.

Saturday 24th August 1968

General road supervision. The two remaining marks are nearly finished.

Sunday 25th August 1968

Checked on roadwork and then went down to KUL to pick up Mr. Cawthorn, with the Council car. Met the D.C. along the road in the afternoon and inspected a section with him.

Monday 26th August 1968

Assisted at the station, and then returned to the bush. Checked up on roadwork.

Tuesday 27th August 1968

Started cutting up pine tree with chain saw. General road supervision. Released one group when they had straightened up their mark. Went into the station and then returned in the evening.

Wednesday 28th August 1968

Checked on roadwork and then went to assist the station pit sawyers on the pine tree. Released the last group which means that only maintenance work remains to be done on this section now.

Thursday 29th August 1968

Broke camp very early and then moved back to the station.

END OF DIARY.

Introduction

The purpose of this patrol was to finish off the third section of the Baiyer-Mjai Road. Two patrol reports have already been submitted on this section during the course of its construction:

1. No. 2 of 1967/68 Baiyer River. (Mr R.C.Olive C.P.O.)
2. No. 1 of 1968/69 Baiyer River. (Mr.W.A.Cawthorn A.D.C.)

Both of these reports have given fairly detailed descriptions, of the roads progress, the situation at the time, and the attitude of the people. This changed a little during this section, as the situation was a little different. When the patrol started at the beginning of August about half the groups had previously finished their marks and gone home. The remaining groups were still working through till their marks were completed. This would mean that about 500 people would have been working when the patrol started, and the number slowly diminished as the month progressed and the various groups finished their marks and left. The last group finished on the 20th August. This then, apart from a certain amount of maintenance, completed the third section which was started in March, thus ending five months of work.

Attitude

Each group was run by their Councillor, and they worked on their own mark. It was a fairly significant trend, that the stronger more active Councillors had mostly finished their marks when the patrol started, and the less interested, less influential, Councillors were still working with their lines. The attitude of the Councillor seems to "rub-off" onto their lines. The groups that were last to finish, (i.e. the groups that I was involved with on this patrol), did not show the interest or enthusiasm of the groups who had finished earlier. This attitude had shown through these groups, since the section began. This however was the exception, rather than the rule. None of the groups really enjoyed doing their work, but realising it had to be done, most of them got down and determined that they would do a good job, do it quickly, and a job they could be proud of. This they did, except the last few groups, in whom this attitude was never really prevalent. This was the reason that they finally finished so much later than the earlier groups. However, the effect of groups going home while they were still at work did seem to waken and speed them up a little.

I think that the main reason that the attitude towards the road has dropped so considerably since it started, is that to date, no personal benefits have come from it. Up to now it has cost them a years hard work, and the pay has been less than most of them would have got from looking after their coffee at home. When payment for this section is made, the total amount that any one man could possibly have earned, would be about \$17-00. That would only be for any man

who has never, (as far as one can tell), been absent from work. The average man will probably receive a fair bit less than that. - Not very much for the equivalent of $\frac{1}{3}$ of a year's heavy labour. When one considers, the distance they have to walk to work and back, that they have fed themselves while at work for most of this time, and that they have been living almost out of their area while at work, and getting very little for it, their attitude is really very good indeed, but morale will inevitably get lower as work gets further away from home, and the hardships increase. If, however, some sort of permanent labour force could be introduced down the other side of the range, and workers were taken from the Baiyer Area for this work, it would then start to be of some economic benefit to them. Also, once the road reaches the plains on the other side, in the Jini Valley, and various businesses are established there, it is anticipated that a good labour force will be able to be recruited from the Baiyer Area; and in this way too, the road will be an indirect benefit to them. Although this has been explained to them many times, until they start to see a few tangible, material benefits, the current attitude can only get worse.

I feel that one reason that we have done so well to date is that some of the Councillors, mentioned earlier, have given a great deal of effort, to keep their groups together and keen, even if they have felt this general feeling of apathy towards the road themselves. These lines tend to lead the way, and the remainder are obliged to follow, rather than loose face in the area.

On the next section I feel that things should go reasonably well, as the work will be short, (approx. $\frac{1}{6}$ th the length of the last section), and this should boost their morale a little. They are also expecting a big celebration, when the road gets through as far as the ridge, - this should give them the incentive to finish quickly, and act as a morale booster as well.

Road Construction and Culverts

As has been previously stated in other patrol reports, the road, where possible, has been built ten yards wide. However, in some spots due to the terrain or rock faces, or large stones, this has not been possible, but once the blasting has been completed, it should be very close to this specification the whole way up. Grading and hand-berming has been done to the best of our ability by hand, but should a grader be made available by P.W.D. (as has been suggested) it would make a great improvement to the road.

To date on this section only two armo culverts have been put in, and many timber culverts which do in fact warrant armo. I understand that funds have now been made available for more culverting. When these arrive it will be a great help. To date a lot of time has been spent on dragging timber logs, and building wooden culverts, and the armo culverts we have put in have had verticle sides, supported by timber, due to the lack of armo to extend them. This, of course is highly impracticable for the future.

This section of road took five months of low stop work to complete, which makes the total time spent on the road by the workers to date - 8 1/2 months. This figure includes the three sections, which were started in October 1967. It is anticipated that the next section of about 1/2 mile long, will start on Monday 23rd September, 1968. It is hoped that being a short section it will be completed in about a month from that date, assuming that no unforeseen hazards arise.

Blasting

During this section, a compressor and operator (who also did the blasting), were made available by F.W.D., and the blasting of rocks and stones on the road got underway. This meant that the endless hours of burning stones and trying to break them with hammers and crowbars was no longer necessary, and this, in itself, will be in the future, much appreciated. It also means that it is now quite feasible to put a road past rock faces, where before it would have been quite impossible without the dynamite. Unfortunately T.M.T. is no longer available in the Territory, and as it would, in many cases, be more effective, and a lot quicker, its use would consequently save a lot of money. I think that when funds are made available, a consignment of T.M.T. from Australia, for the job, ought seriously to be considered. I feel this is warranted, as, although there is quite a lot of rock and stone on this side of the divide, I understand from the surveyors that there is a lot more on the other side. The T.M.T. could prove to be a great time saver, as it could be used as it was needed, instead of having to wait for a fairly good vehicular track to enable the compressor to reach the rock site, as we do at the moment. This has been proving a problem, as marks that we could have finished at the time they were being built, had to be left & completed until the compressor could get through to them.

Most of my time on the road during this month, was spent assisting with the blasting, organising labour for clearing and breaking stones which had been blasted, and moving the compressor.

The blasting is now making a great difference to the progress of the road and at present one can drive to within a mile and a half of where the road goes through the ridgetop. I anticipate that several weeks of work still remain to finish off this section as there is a fair bit of blasting yet to be done.

Maintenance.

Up to the start of the third section, maintenance had not really been a problem, and what maintenance was needed was carried out by a local group who live along the road. However, in the middle of August, exceptionally heavy rains fell for a few days causing very considerable damage indeed - both with landslides from overhead falling onto the road, and the edge of the road being washed away as well. This occurred the whole way along the mountainous section where a cut had been involved. It is anticipated that this will continue to happen

during the wet seasons for a year or two to come, but it should improve as the ground settles down, and vegetation establishes itself more firmly above and below the bench.

After all the damage was done we managed to get a track cut through again, sufficient for a car to get through, but the task was far too large for just the local group to clear within any reasonable time. However, as luck would have it, it had been arranged that prisoners from another area should come and assist with the road, and in late August a group of 50 prisoners from Wapenamunda arrived. Slide-clearing is now well under way, and more prisoners are likely to be made available in the future. To date a lot of their time has been taken up by the clearing of the stone when it has been blasted. Lack of ~~wilderness~~ at present makes it rather difficult to scale the prisoners to the different jobs, but it is hoped that some will be made available in the near future. At present I anticipate, that with the current labour force, of prisoners, that the existing maintenance required will take about two months full time work, and as the road gets further away it will, of course, increase.

I have just this week learnt, that the D.4 bulldozer which the Council tendered for, has been allocated to the Council, and will therefore be used on the road. Assuming it proves a successful purchase, it will make a tremendous difference to the road. Not only will we clear up all the landslides in no time at all, but once it starts to work on the general construction, it will speed up work to a very considerable degree. - The reason being, that its sole function, from our point of view, would be to push ground from the batter, over the edge. This is where all the time is spent when it has to be carried shovel by shovel. The bulldozer would therefore cut out the stage where the workers' efficiency is really low.

Conclusion

This report has been compiled with a view to giving an up to date progress report on the road, rather than a detailed account of everything that was done, and how things are organised, on the road, as this has already been done in the two reports mentioned earlier. The main point in this report though is that the prospect for the immediate future is relatively bright, especially now that the bulldozer will be assisting, but once construction starts down towards the Jiri, that brightness will rapidly become rather dull, assuming the same system for construction is adopted.

APPENDIX 'A'

Report on the members of the Royal Papua and New Guinea Constabulary

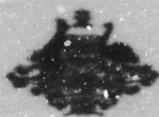
No. 100 Const. KAMBARAN

Appearance : Smart
Discipline : Very good.
General Ability : Excellent. A useful, competent and enthusiastic policeman in all facets of his work.

R.C. Olive

R.C. Olive.

Officer of the R.P.N.G.C.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Report Number BAIYER RIVER No. 3 of 1968/69
 Subdistrict MOUNT HAGEN.
 District MELFAST HIGHLANDS DISTRICT.
 Type of Patrol Tax Collection, Annual Census.
 Patrol Conducted by Mr. W. Ardenthorn, A.D.C.
 Area Patrolled Baiyer River Council area.
 (Council and/or Comprising parts of the Baiyer
 Census Division/s.) River and Lower Lal Census Division.
 Personnel Accompanying Patrol
Interpreter
2 Police.
 Duration of Patrol from 20/8/68 To 16/10/68 (Broken Period)
 No. of Days 39 days.
 Last D.D.A. Patrol of Area: 1967 March 1968
 Date Dumnon.
 Objects of Patrol (Briefly) 1. Tax Collection for Baiyer River Council
2. Census Revision for Baiyer River Census Division.
3. General Administration.
4. Begin work on Loris road.
 Total Population of Area Patrolled Approx. 14,514

Director of District Administration,
KONEDORU.

Forwarded, please.

/ 19

Mr. Gray
2/10
1968

District Commissioner.

67-44-48

18th March, 1960.

The District Commissioner,
Western Highlands District,
BANGALORE.

INTERNAL SECURITY NO. 1/52-60

Your reference is WED 735 of 21st February, 1960.

2. I acknowledge with thanks receipt of Annual Census Report by Mr. M.A. Gathara, A.D.O. to Parts of Bolger River and Lower Lal Census Divisions.
3. A first class documentation of the existing situation in the area. A minor fault is that Mr. Gathara omitted to sign the Investigation Report.
4. As you are aware I shall be writing to you shortly in respect of the land required for the Patrol Post and Council Centre sites. It is hoped to finalise this problem as soon as possible.
5. Security measures have dealt with other points raised in the report.


(M.A. GATHARA)
District

cc. Mr. M.A. Gathara, A.D.O.
Patrol Post,
BANGALORE,
Western Highlands District.

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

Title
Reference
Our Reference 735
If calling ask for
No.



Department of District Administration

District Office,

W. H. H. H. W.H.D.

21st February, 1969.

The Director,
Department of District Administration,
MOMENGE.

PAISOL REPORT - BAITES RIVER 3.68/69.

Two copies of a situation report and area study by Mr. Cawthorn, Assistant District Officer, are enclosed.

This is an excellent, informative and concise report by Mr. Cawthorn.

The report certainly reflects a vastly improved atmosphere and attitude in the Baites Valley, than was apparent twelve months ago.

1. The Lualaba road has been given high priority on the district's submission for rural works funds. This road has been raised in the House of Assembly by W.H.A. Trainya Kambini.
2. The lease on Kul is a long term one, and at present is the property of the estate of the late Mr. McGregor.
3. I have requested the Assistant District Commissioner to have all villages listed for the three census divisions now recommended, so that the village Directory can be amended.
4. Please advise what action can be taken to finalise the land problem. The Director of Agriculture has agreed to recommend the transfer of approximately 40 acres from the Department of Agriculture, Stock and Fisheries Livestock Station, for use as a Patrol Post and Council centre, but as yet final decision on the matter has not been advised.

P. Allen
To Director
with 3c
W.H.D.

It is important that this be done, as the Council wishes to spend large amounts of money on buildings and definite land sites are essential.

24/2/69

S. H. Jolley
S. H. JOLLEY
District Commissioner.

67-2-6

Sub-District Office,
MOUNT HAGEN,
 Western Highlands District,
 13th February, 1969

District Commissioner,
 District Office,
MOUNT HAGEN.

PATROL REPORT NO. 1 - 68/69
BAIYER RIVER

Herewith Mr. Gauthorn's Patrol Report on his Tax/Census patrol of the Baiyer River area.

Some comments:-

1. Results of Tax Collection are excellent.
2. I would expect the LUMIS Road to be completed before the end of the year. I am impressed with the enthusiasm of the locals for road construction.
3. I would like to establish an administrative centre at LUMIS, staffed by a Junior Officer and financed by the Baiyer Council.
4. Former President NEMWIKI has shown himself to be completely unreliable and dis-interested in the affairs of the area.
5. The comments on TRAINYA-KANSHIPI M.H.A. are accurate.
6. (ii) (a) - An excellent summary of the Mission/ Administration relationship.
7. Mission health and educational facilities have always been the basis for Mission power in the Baiyer. I expect the Mission to retain a great deal of influence through these institutions and M.H.A TRAINYA.
8. An Aid Post at NWTI would certainly be valuable, both health wise and administratively.
9. I completely agree that roads are vital to enhance development of the area.
10. (a) Page 15. Could you please advise the terms of Mr McGregor's lease on KUL?
11. GIG BKI has reported that substantial numbers of people from MUGLAMP are migrating to the KUL area.
12. I strongly recommend that Mr. Craickstank, the new O.I.C, commence demarcation as soon as possible.
13. Collecting tax and revising the census at the same time is a long and tedious job. When re-writing the books is thrown in, 40 days is not an unreasonable time. In any case the more time spent among the people, the better.
14. I like the idea of breaking the area into three census divisions as recommended by Mr. Gauthorn.

.../2...

BAIYER RIVER PATROL REPORT NO. 3 - 5/2/69. Continued. 31

14. Would action please be taken to officially recognize these divisions?
15. The Baiyer is certainly scenic. However, the Hagen-Baiyer road and local roads must be improved if extensive development is to take place.
16. Mr. Cruickshank has been instructed to complete the census of the LOMIS area as soon as possible.
17. Section (xii) (1) covers the most vexing problem in the Baiyer at present. I agree that there is considerable 'resentment' at the delay in obtaining land from the Council.
18. (xiv) (a) refers to the shortage of suitable land for cash cropping. This factor is closely associated with the inability to find suitable land for the Council - other than on the Agricultural Station.
19. (xvi) A superb summary of the Baiyer situation. I can add nothing.

This is a comprehensive report on the Baiyer administrative area. However, its main value is in the very reasonable handling of the extremely frustrating problems encountered there over the past year.

For your information and attention, please.

R. R. Allen
 (R. R. ALLEN)
 Assistant District Commissioner.

C.C.1

Mr. Carthorn,
 O.I.C., Baiyer River.

30

Patrol Post,
~~ASTER RIVER.~~
Western Highlands District.

23rd. January, 1969

The Assistant District Commissioner,
Sub District Office,
MOUET HAGEN.

Patrol Report, Baiyer River No. 3 of 1968/69

Attached herewith please find ~~at~~ four (4) copies of the above report which covers a patrol through the Baiyer River Local Government Council on tax collection, and also a census revision of the Baiyer River Census Division.

It is written in accordance with DDA Circular No. 67-1-0, of 21/7/68, from the Director.

Enclosed is :

- (i) Patrol Report Jacket.
- (ii) Patrol Diary.
- (iii) A Situation Report.
- (iv) An Area Study.
- (v) Census Figures.
- (vi) No Appendices.
- (vii) Patrol Map.

Also attached is Camping Allowance Contingencies for myself and interpreter, for your signing and submission to Treasury.

Please accept my apologies for the late submission of this report.

For your information and onward filing, please.


(W.A. Caythorn)
Officer in Charge

Patrol Report Baiyer River No. 3 of 1968/69:(B) SITUATION REPORT(1) Political:

(a) Local Government - The Baiyer River area has now been under local government for nearly a year. The Council covers the complete Baiyer River Patrol Post area. As this patrol was also conducting the 1968/69 tax collection it was a good opportunity to attempt to gauge what influence a year of Council activity has had on these people.

What was most noticeable throughout the Council area was the excellent response by the people to the tax collection. It became a point of pride for each Ward to vie with another in an attempt to get a 100% payment. Out of a total of 9,076 taxpayers there were only 12 Exemptions issued and 13 Defaulters. In addition, all outstanding tax payments from last year were paid. This shows that the Council has the complete backing of the local people.

They have a healthy attitude toward the Council in that they do not expect it to change their area overnight, nor do they expect it to make any changes without co-operation from them, through taxes and through voluntary labour. For instance, at present most Wards in the Council area want the Council to organize the building of access roads into their areas, yet they fully intend to build these roads themselves and want the Council merely to organize their efforts and perhaps aid with graveling of the roads.

The solid work these people have put in over the last year on building the Jini road has excited their enthusiasm generally for road building. Those groups who previously felt they were hopelessly isolated due to terrain now realize that they can put a road anywhere; they feel that if they can put a road over the river into the Jini it would be child's play to build one into their own areas. Consequently there is a general eagerness through the area to start on local access roads and a lot of work on the Jini road will see this work undertaken.

At this stage the Council has had little chance to take on any large scale projects, or in fact to do much at all. Yet the year has not been wasted as the confidence of these people has increased enormously. Their aims have expanded and they have confidence in their ability to meet these aims. When the Council begins to attempt such projects I feel that it will be assured the co-operation of the people. An indication of this is shown by the people from LUMIS, NEKIRAP and PIKIAPAI who are not working on the Jini road and recently, because of repeated requests from them, were started on working their own road into the LUMIS area, under the auspices of the Council. Though only having been working two months they have completed two miles of road, over difficult terrain and some five to ten miles from their homes. They are building this road on a purely self-help basis yet their attendance and energy in this work is excellent.

The seven Wards in the LUMIS area joined the Mx Baiyer Council from the Wapenamanda Council and since then have formed a block of opinion within the Council. Culturally and linguistically they are slightly different to the Baiyer ENGAS and this increases their feeling of separateness. However, in the last year there has been a great improvement in their attitude and where, earlier in the year, many voices were agitating for a return to the Wapenamanda Council, now all are content to remain as they are. There is now a much greater feeling of cohesion in the Council and once the road to LUMIS is completed this should increase. The people of the two NEKIRAP Wards continue to be the least co-operative of any in the Council area and at least half of the people in NEKIRAP 2 still wish to return to the Wapenamanda Council. Since the

trouble earlier this year, when these people killed a warder from Baiyer River Station, they have continued to be less than wholly co-operative, this attitude of course will not be improved greatly through the lenient treatment given to the murderers. Their greater isolation and comparative lack of visiting patrols does not help and I would recommend frequent visits there in the future.

Due to the heavy pressure of work entailed in collecting tax and censussing it was found not possible to spend too much time in discussions with the people. They, in turn, were found to have little to discuss. They are politically naive but are disinterested only insofar as nothing much has been done to date to excite their interest. The Council is at present purchasing a number of radio receivers for resale and distribution around the Council area. This will greatly increase their knowledge of other areas and, what is more important, will stimulate their curiosity. Subsequent patrols will then spend more time at each camp discussing with the people the things they have heard over the radio.

A noticeable change in the political life of the village was the more vociferous part women were taking. This is no doubt due to the fact that they are being taxed. They realize that they also have a part to play in the Council structure and that they are as important to it as are the men. In most areas the women had something to say on the running of their area, by Council and Administration, and it was evident that they took for granted their right for such a say. The levying of tax on ~~women~~ women is an invaluable means for encouraging them to take a part in community and local government, in ~~addition~~ addition to this it stimulates the economy by encouraging them to greatly expand their planting of food crops and to go out of their way to find markets for their crops.

(b) Local Government Councillors - This Council has a total of 25 Wards, one of which is represented by an expatriate Councillor, Mr. W. St. George of the BASS Stock Station at Baiyer River. The majority of these Councillors have been found to be most satisfactory over the last year. They have control over their people and are in the forefront even on the self help road projects, encouraging their groups to appear for work and taking seriously their job as the elected representative of their people. As is common in most areas where the power to arbitrate in disputes is an indication of personal standing, these Councillors tend to take a little much upon themselves on the judicial side and often their arbitration becomes a judgement. Councillors provided invaluable help on this patrol, however, by attending to all minor disputes. All were settled amicably and they made a point to acquaint myself of the results of each dispute. In such cases they can be a real help but they must be watched to ensure that they do not begin to levy fines or impose penalties as it is not wise to mix the judicial and legislative functions of Local Government.

One Councillor of HSAIRAP No. 1 disappeared during the year, believed drowned. During this patrol a by-election was held and KAF-TAMS was elected by a narrow majority. Another Councillor MAINTS was dismissed during the year as he showed no interest at all in the Council and would not attend meetings. This man, PENJUMA-BULKA was a Mission worker prior to being elected and his complete disinterest in the Council is an example of a rift, in the minds of the indigines, between the Mission and the Council. (See II, Social) A by-election was held at MAINTS also and an old leader, an ex-Tultul, SIPWA-TANGA, was elected.

The only other Councillor who shows little interest in the Council is, surprisingly enough, the Council President, MIBERBI-COIA. He is never seen except when Council meetings are held and he takes no interest in the self-help projects which the Council runs. Prior to his election he was a local entrepreneur, an ex-Interpreter, and now his time is spent away from the Baiyer area engaged in his entrepreneurial activities. He is related by marriage with a Papuan from SAMARAI, Tobed'-Maladina, and they co-operate on many of Miberbi's business ventures.

(c) House of Assembly - A man from NWMS, in the Baiyer area, ~~KEM~~ Trainya-Rashibi, was elected as the representative of the Baiyer-Kompian area in the House of Assembly. He is a young man, a Mission protegee, and has recently completed a course at the Christian Leaders Training College at ~~Wana~~. He is well educated but, due to the years he has spent out of the area in the course of his education, he is rather out of touch with these people and with what is going on in the area.

The Baiyer people do not expect much from the House of Assembly. Moresby is far away and, despite a number of political education programmes, these people are not up with the latest political trends and developments. However, they do realize that the House of Assembly is a platform upon which the differing views of many people around the Territory can be aired and, better, such views will be listened to by the leaders of the Administration. Consequently it is with some disappointment and annoyance that the village leaders realize that their elected Member does not approach them for their views on what subjects he should broach at the House of Assembly sittings nor does he discuss with them what he has said at the sittings. Especially in the Council this feeling of annoyance is growing as the Councillors feel that their Member, rather than acting and speaking on his own initiative and speaking his own views, should discuss firstly with them everything he is going to bring up in the House of Assembly and gauge the feelings and desires of his Electorate through these discussions with them. This feeling is especially strong in the Baiyer area east of the LAMIN River where over 60% of the electorate, apart from the Kompian area, reside.

The Member could aid considerably in increasing the knowledge that these people have of the House of Assembly and stimulating their interest in it, by short lecture tours through his electorate after every sitting, telling the people of what went on, especially in relation to their electorate, and explaining to them the workings of the House. Unfortunately to date he has not done this. So far he has addressed the Baiyer River Council once, and only then because of an urging, he has visited no areas of the Baiyer River Council except when returning to his home after the sittings and, apart from the Kompian Station, he has visited no parts of the Kompian area except in the sparsely populated Lower SAU and WAPI areas which are both strongholds of the Baptist Mission.

(ii) Social :

(a) Missions - The Baiyer River is the stronghold of the ~~KEM~~ Australian Baptist Missionary Society. It is the only Mission in the area except for the Catholic Mission amongst some 400 people at GUGL in the RAOMA Valley and the Lutheran Mission amongst some 2,000 people at IRI and WAINWIP, all Hagen speakers.

The Baptist Mission has been in the area for some 12 years and has four European-staffed stations and a total staff of 70 Europeans, with families. Prior to the Administration setting up a permanent Patrol Post here the Mission exerted the only influence on the people which was steady and growing, naturally enough they still have a great deal of influence on the people. All education, medical facilities, social facilities in the area are Mission-run, all economic ventures, except for a few farm projects instituted by the DASF Station, are Mission inspired. The recently opened HEMA Co-operative is regarded by the people as being only another Mission-run venture because it was originally going to be run by the Mission, but when the Department of Trade and Industry agreed to take it over a Mission employee transferred to that Department to run it. Naturally enough, also, when the nearest 'kiap' was in Mt. Hagen the Mission ~~xixaxad~~ took a hand in the general administration of the area and the less important aspects of law and order, consequently a certain amount of authority over and above that normally vested in such employees began to gather around the village pastors and aid post orderlies. The lulusis and

tultu's were the duly appointed government representatives but they had to go to Mt. Hagen for backing and the Mission employees had only to go to Kumbares. It is not surprising, therefore, that some antagonism grew up between the secular and religious leaders at the village level. Two years ago it appeared that the Mission leaders had more say in village politics than the government-appointed village officials, now the Councillors and their committee members have the real say. Clashes still occur, mainly due to the Councillors attitude to Mission 'laws' which often attack the traditional basis of their society. The Mission pastors are zealous followers and often they go further, due to misplaced zeal or misunderstanding of the message, than their European mentors intend them to go. Where previously there was no check to their zeal the Councillors now provide a check and this accounts for the rift, mentioned ~~xxx~~ earlier.

This rift does not occur in the higher echelons of area administration and co-operation between the Mission and Administration in the area is greatly increasing. The Council is proving of benefit to them and it is envisaged that in the future the Council will take over much of the functions, such as health and education, now run by the Mission. The religious side of the Mission is also being turned over to the indigenes and steps are being taken to put it under the control over a completely local body.

(b) Education, Health - As mentioned above all education through this area is run by the Baptist Mission. Generally the area has an excellent coverage, except for those people who are not adherents of the Baptist Mission. There are four Primary 'B' Schools in the Council area, all run by European teachers, and a number of low-standard village schools. There is a recognized Vocational Guidance school which turns out fairly skilled artisans and, in the process of being built, is a Bible School for advanced students. About 18 local children are at present enrolled in High Schools and the total of High School students over the past years would approach 30 or so.

The only heavily populated area which does not have a satisfactory educational coverage, in fact it has no coverage whatsoever, is the area lived in by the Hagen-speaking people of the Baiyer, who are not Baptist Mission adherents. The total population of these people would be about 3,500 and the Baiyer River Council is interested in constructing a school to serve this section of the community who hitherto have been somewhat left out of things. At present the Council is negotiating with the Education Department in Hagen and so work on this school has not begun. Once this area is covered primary education facilities should be adequate for some time and the next step will be in the field of secondary education.

As with education, the Health coverage in this area is also good, here again the Mission are to be thanked. There are 11 Aid Posts run by the Mission and three run by the P.K.S., Mt. Hagen, making a total of 14 Aid Posts for some 14,000 people. In addition there is a well equipped Hospital at the Mission Headquarters at Kumbares, with a European Doctor in charge. Another Aid Post is needed eventually in the RUTL area and, possibly, at KUM if the population there continues to grow so quickly.

The Council is taking an interest in the health side also by allocating money to ~~xxxx~~ replace the existing Aid Posts with permanent material ones and providing water supplies for them. Also the Council is now subsidizing all A.P.S.'s wages and eventually will take over the Administrative side of the health facilities in the area completely.

The only place in the Council area with below average health facilities is RUTL, in the Lower Jimi and which was not visited by this patrol due to lack of time. There disease is rife and health facilities are non-existent. At present the population is small but consideration will have to be given soon to the provision of such facilities there if the area is to

be opened up as envisaged.

(c) Law and Order - The people of this area are, on the whole, exceptionally law abiding. Tribal unrest and animities are almost non-existent and even major bones of contention, such as land disputes, do not result in tribal frays if they cannot be settled by the disputants talking it over. Usually in such cases they agree to disagree and let the dispute hibernate until they bring it up again at a later date. There is none of the constant bickering over unresolved disputes, as found in other areas, which excites tempers and usually results in fights.

Crimes in this area are usually of a more sophisticated kind, such as stealing, which is most prevalent, driving offences, sexual crimes, etc. Any major crimes in the last few years; murders, fights, etc. have usually originated in the UMBU area and in this area generally the standard of law and order is not as high. The reason for this, I would say, is the comparative isolation of these people, they have no road access, their slightly different ethnic background, they are more akin to the Wabag Nagas and have inherited some of their volatile nature, and their economic and social backwardness.

There are a number of land disputes still unresolved in this area and these could provide an aspotentially dangerous situation here as they provide in other areas. The local leaders are eager to start demarcation in this area but to date nothing has been done due to a lack of opportunity. Two leaders; Mr. TUMBA of IMI and Mr. PI of LAKA, attended a two week course in Madang last year, but since then nothing more has been done. It is anticipated that the Council will eventually organize and expedite the demarcation of this area.

Problems of law and order are now beginning to follow a typically urban trend. It is not so much primitive tribesmen one has to contend with but semi-educated and often discontented young men. These people, who have some education but little inclination to obtain work or ability to hold it, feel that it is below them to aid their people in self help projects and to take any interest in the village at all. Hence they are idle and bored and so discontent arises. At this stage, admittedly, the problem is not great but isolated incidents show that it will indeed become a problem, for this reason steps should be taken to combat it now. The Baptist Mission recognize it as a problem now and have approached the Council for help in attempting to overcome it. (see (d) Youth activities, etc.)

(d) Welfare, Youth activities, etc. -

The Council was asked by the Mission at a recent meeting to think about the problem of youth in the Baiyer area and what some solutions to it would be. The problem, as mentioned above, is keeping them out of mischief. Suggestions were made for film shows to be organized at night, ball games on the weekend and other facilities provided for the youth of the area. In future the Council intends to take a hand in providing such facilities.

There are plans to build a youth camp in the Baiyer area to serve the District, on the lines of a National Fitness Camp. As yet nothing definite has been decided however if these plans bear fruit such a scheme will do much to alleviate this problem.

The Baptist Mission sponsors some welfare activities but there are no women's clubs or comparable institutions in the area. A Clinic for nursing mothers is carried on regularly by the Mission and a number of local women are trained as nurses there.

(iii) Economic :

(a) General Rural Development -

Coffee is the staple economic crop of the

Baiyer and a Lumis areas. It is planted in small acreages by the people throughout the Council area and, until recently, was sold to itinerant buyers from Hagen and the Wahgi. Now the Enga Co-operative Society has been set up by the Department of Trade and Industry and it does most of the buying in the area, although the outside buyers still come down in the flush and attempt to take some of its custom in a somewhat cut-throat manner. The widespread cultivation of coffee supplies the greatest incentive to the people to build roads. In the Lumis area, for instance, the people carry their coffee some 3-4 miles to the road head over precipitous country. As soon as the extra five miles of the road to Lumis was built coffee buyers were using it and the sale of coffee in the areas serviced by this road rose considerably. There are no large scale growers in the Baiyer and all the production is from small family plots.

Vegetables were exported to the coast by the Mission in the past but not on a grand scale. Recently the Co-operative decided to take over the marketing of vegetables and, as their export increases, this should provide a further lucrative income for the people. Apart from fresh vegetables a fair income is gained from sale of native vegetables to the Administration and Mission stations in the area. Though only the people living nearby benefit from this the amount of additional income is considerable (about \$7,000 annually in 1967) and is increasing.

Farm Projects have been encouraged by the Mission and a few by the Administration. There are approximately 20 in the Council area, 17 of which are Cattle projects and 3 of which are Chicken projects. The majority are completed and the owners have taken delivery of their cattle. Of this total about 4, all cattle projects, are in the Lumis area, all near Lumis rest-house. There are none among the DUGINI (Hagen speakers) nor among the people of PINIAPALO and WAKIAP, near the Wapenamanda boundary.

At present no steps are being taken to extend coffee plantings or to introduce new crops. Only in the fields of cattle and vegetables is there some expansion planned. Unfortunately the number of cattle schemes will be limited by the fact that most of the land suitable for such schemes has been already sold to the Administration.

The agricultural economy of the area is healthy at the moment and there is adequate land available to enable it to expand on the family level. The majority of people in the Council area have some sort of cash income from crops, however low it may be in some cases. It is sufficient at present to raise their average standard of living above their less fortunate neighbours in the Kompias, Jind and Wapenamanda areas, however it certainly would not be sufficient to enable them to keep up with the rapidly rising standards throughout the Territory. There is a need for expanding the economy to keep up with the rapidly expanding needs of the people, and to this end the Enga Co-operative and the Council is working, however, for any success it is imperative that the road system in this area be greatly expanded. At present the only all-weather roads are about 8 miles to the Baptist Mission and about 4 miles up the RAKWA Valley. In addition there are some 10 miles of poor quality unsurfaced roads. In this respect at least this area compares badly with other areas. The desire to expand the road system is there and their ability to do so is not in question, however, to date they have had little time. The road to LUMIS is progressing well and should continue to do so with help from the Administration, there is also need for a road through to TAIFIAGAMA from WIKI, a road from the Patrol Post to IKI, and upgrading of the existing roads from Kamberes to WIKI and to IKI. On the successful completion of these roads depends the economic future of the area.

(b) Indigenous Business -

At present two avenues are open to the local business man: trucking and trade stores. In the last two years the number of vehicles bought by these people has increased from three Toyota Stouts to a total of eighteen vehicles of different types. Of these two are Trucks and three are tractors and are used by

their owners for trucking and hire in a small way. Generally these communally-owned vehicles, as they all are, provide a sort of semi-free bus service for the people and livestock of their owner-tribes. Needless to say depreciation on the vehicles is great and profits are practically non-existent. The three tractors may be making a profit as they are fairly regularly on hire to the Mission, the Stock Station or the Patrol Post. The two Toyota 6000 Diesel trucks make a half-hearted attempt to get into the Lae-Hagen trucking business from time to time, but their efforts are too sporadic for them to do any good. It is a waste of time to keep them in this field while their vehicles are still owned by clans, or members of clans, rather than individuals. It appears from past experience that the only vehicles that are going to make a profit at any rate are tractors or tip-trucks through graveling contracts. To date vehicles have not been a great success in the Baiyer and no success will be gained in this field until the novelty has worn off and they are bought as a business venture rather than as a prestige symbol.

Trade Stores have become a bit of a White Elephant. Two years ago there would have been a total of about 9 Trade Stores in the area, now there are some 50 licensed stores and approximately 20 more completed or nearing completion and waiting for licences. The stores, also, are communally-owned, usually members of an entire clan will donate money towards its construction and the initial stocking of the store and then will proceed to buy from it. The idea evidently is that every clan should have its own store, consequently everywhere small tin sheds are springing up, existing precariously, and usually being abandoned in a year or so. Eventually, I feel, this fad will wear out and only the better run stores, or those for which there is a definite need, will remain in business. To my knowledge none have made a fortune and I doubt whether any will, in the meantime they provide a cause for ill-feeling between clansmen, caused by alleged unfair distribution of profits, and they provide a temptation to the thief because of their inadequate security arrangements. The number of reported thefts from Trade Stores in this area over the last year is about six, of these the culprits were found in only 3 cases.

(c) Non-Indigenous Development -

The Administration, through the Department of Agriculture, Stock and Fisheries, runs a 16,000 acre livestock Experimental Station at Baiyer River, however it is of not much aid to the local indigenous economy and people from other areas seem to reap most of the benefits from it. The Baptist Mission are rapidly divorcing themselves from economic affairs and at present are only aiding the local people in cattle schemes. The Baga Co-operative has taken over coffee marketing, fresh vegetable marketing, sawmill operations and wholesaling to locally-owned trade stores, eventually it will be run by the indigenes.

The only private businessman in the area is Mr. T. Hamersley who has a small property in the Sauna Valley where he intends to raise cattle. He will most likely be the first and last as suitable large areas of land for cattle or plantations are now non-existent, except in the Lower Jini Valley which will probably be opened up in the future. As he only began work earlier this year he is still in the process of clearing and planting pasture on his property and so has not got it fully stocked as yet.

Mr. J. Coleman of Mt. Hagen has a small Trade Store operating in the Baiyer and, from time to time, coffee buyers from Ottley Bros., Hagen, and other firms enter the area. Apart from this there is no other non-indigenous development.

The size of the Stock Station and the Mission seems that the annual labour income in the area is greater than one would believe from the small number of businesses and plantations. In 1947 it was estimated that the total annual wages for labourers in this area was \$14,200. I would estimate now this total has risen to about \$17,000. In addition, in the last year, about \$18,000 more was spent by the Administration for road labourers.

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(d) Land and Land use - With good, flat land as scarce as it has become now in the Baiyer, it would be interesting to know what has been done with Jim McGregor's old lease at KUL. Has it been taken over by the Stock Station? Is it available for leasing again? What use will it eventually be put to? The people of Kul, originally one of the most sparsely-populated places in the Baiyer area, have increased greatly over the last year, from 150 people in 1967 to 276 in 1968. There are indications that it will increase as quickly in the future. The reason for this sudden increase is that a number of people, living in the Dei and Kul Council areas but having rights over the land around Kul, are returning to their own land, drawn by the activity in the Baiyer (road-building, etc.). They are coming because they feel the economic opportunities there are greater and eventually there will be problems over land. If the 'KUL' land is not being used perhaps it could be cut into blocks to accommodate these new settlers. Once the road from Tsigi reaches this area they will have as good a chance to make an economic success of the venture as any other place in the Sub-District.

At other places in the Baiyer this tendency to move down from the mountains onto the flatter and more accessible plains is noticeable too. On the western slopes of the high range forming the west wall of the Baiyer Valley, a high plateau area of steep ridges and deep gullies and formerly highly populated, this exodus is most noticeable. It is evident that this area was once highly cultivated, but now most of the area has reverted to undergrowth and only the older and less sophisticated people still live there now. The former inhabitants have all moved down to the Valley floor and now cluster along the boundaries of the Stock Station on the little level grassland that remains. In the Rauri Valley, also, this is happening. Now that the road goes along the Valley floor the people are moving down from the ridge top and are gardening and living along the road, so much so they are now adamant that they will not sell any more of the flat land along the Valley as they wish to utilise it all themselves.

At this stage of development, when many people are eager to go into farming in a bigger way, it would be a good idea to make a start on land demarcation. The people generally know something about it, they know what is going on in the Hagen area, and they are eager to begin demarcation in the Baiyer. They have enough sense to realize how it will benefit the farmer, having title to his land, and land disputes are common enough for them to look forward to some way of resolving them for ever.

(iv) Miscellaneous :

(a) Administration - The Baiyer Council area is an amalgamation of parts of various Census Divisions. It consists of most of the old Baiyer Census Division, parts have gone into the Dei and Kul Council, part of the Lower Lai Census Division, from Wapamama, a small part of the Lower Sai Census Division, from Kospias, a small part of the Lower Jini Census Division, from Iahitaga. It is evident that some sort of administrative reorganization will have to be made in this area. I suggest breaking the area into three Census Divisions, which will aid patrolling, as shorter but more frequent visits can be made to them. This patrol covered all the Baiyer and Lais areas but was unable to visit the Lower Jini. It was found that the area is too large to cover satisfactorily and the patrol had to rush to get around it all in good time. To ensure patrols being of some use ~~and~~ it is important that they spend some days at each assembly point and that the officer has time spare to hold general discussions with the local people and get to know them on their home ground. One cannot do this if census and tax collection keep one busy all day and book work and figures keep one busy all night and when they are done it is time to move on. This patrol spent 40 days in the field but the whole of this time was taken up with the tax collection and census and practically no time was available to look into other things or even to have discussions with the local people.

If a boundary was put at the LAMIM River this would mean that the Baiyer Census Division would comprise some 9,000 people and the Lumis, or Lai, Census Division would comprise some 5,000 people. Such a reorganization would mean that patrols could spend more time in each area and achieve a more thorough coverage. In addition, the Lower Jimi could comprise another Census Division, for its isolation make it impractical to visit on normal patrols. The population in that area is not large, only some 200 people, however if it is decided to administer the AREMI area, across the Jimi River, from Baiyer and if the alienated land on the Jimi flats is opened up and developed then there should be enough work to do in the area to warrant it being a separate Census Division.

Due to lack of time and a lack of the new Census forms this patrol was able to census only the people in the old Baiyer River Census Division. The Lumis and Lower Jimi areas were not censused however the complete Council area was covered in the tax collection, except that the Lower Jimi people walked to IMI Resthouse to pay their tax.

In the organization of Council Wards a number of groups from different resthouses joined in the one Ward. This system was found to work unsatisfactorily on this patrol for, apart from being confusing and making the paper work more difficult, the Councillors involved found they had to organize their people at more than one resthouse and often the people, following the habits of pre-Council days, listened more to the Councillor of the resthouse where they were gathered, often their leader before, than they did to the Councillor inside whose Ward they had been included. This state of affairs encouraged confusion and was a ready made opportunity for rabble-rousers to undermine the standing of the Councillor. Therefore it was suggested to the people that they assemble in future together with their Councillor. They agreed to this and the next patrol into the area can rearrange the books, etc., and make sure the reorganization has been done properly. At a number of places where such reorganization would mean a lengthy walk for some groups the people suggested building a new resthouse at a central place and this was agreed to. The Councillors involved are Ctr. PARAKA of JEMKIN, Ctr. PI of MARAN. It is also suggested that the WAITE Group (Ctr. BUI) build their own resthouse ~~HERE~~ on their own land rather than walk the four miles or so to Lumis Resthouse.

(b) Tourism - The Baiyer river area has a great potential for Tourism; it is scenic, only thirty miles from a large centre and excellent airstrip (Mt. Hagan), linked to this centre by an all-weather road, it has, or will soon have, a good system of internal roads so that most places of interest will be accessible by road, it has a pleasant climate and it would suit also those tourists who wish a for more exciting holidays than those spent in the back of a bus.

This tourist potential has been exploited in a small way. The Hailstrom Park Sanctuary draws many ~~IMMIX~~ tourists and it is a unique attraction in the Territory. Plans for its improvement and expansion will quickly make it one of the tourist 'musts' in the Territory, however the Baiyer can give a lot more than this and the economic importance of tourism to all underdeveloped nations should ensure that the potential of the Baiyer should be seriously considered.

A Sydney-based group, Adventure Tours, under the lead of Major Warwick Deacock, has organized two small parties of tourists on a slightly more energetic trip than usual around the Baiyer area and then on to the Eastern Highlands. While in this area they walked over a pre-arranged route using patrol tracks and sleeping in resthouses. They hired carriers to carry their packs and also guides and cooks. The parties were small and were out for 3 - 4 days only. At no time were they more than 3 miles from a main road and the areas they walked through were by no means primitive however, according to their leader, the trek was a great success and he intimated that it would become a regular occurrence. The people, through whose area they passed, welcomed them with food and firewood and often refused payment, they also reported no trouble in recruiting carriers. The people themselves either showed

Indifference to the tourists or were eagerly helpful at no time was resentment shown.

The great drawback to Tourism here, as in many other parts of the Territory is lack of facilities, nothing to give even the very smallest creature comforts to the tourists. The Council is considering providing facilities and aids for tourists in the hope that this will draw more of them to this area. It has been suggested that the Council construct a much better standard of resthouse in selected areas, building them out of semi-permanent facilities and including some sort of plumbing, tank water, and small stoves. A local villager would be hired as a watchman and the place locked when not in use. Anybody wishing to use the accommodation would pay a nominal sum to the Council. Such resthouses would, of course, be used by everyone having occasion to visit the area, administration, mission, council, private people, if they so wished. In addition, walking tracks would be improved, possibly being re-routed to take in more scenic views, and care given to landscaping of tracks and resthouse areas.

The Council is also interested in training and controlling tourist guides, cooks, etc. Guides could be licensed, as in other countries, and paid by the Council, this would prevent the numerous abuses tourists are subject to in many other countries, such abuses, of course, seriously affecting the popularity of such countries. Once the Hallston Park expands one will be able to evaluate just what hope the Baiyer area will have in the tourist market and on such evaluation the Council will be able to base its future plans in this field.

(W.A. Cawthron)
Assistant District
Officer

Patrol Report Baiyer River No. 3 of 1968/69:

(C)

AREA STUDY(1) Introduction:(a) Geographical Description -

The Baiyer River Administrative unit covers some 250 sq. miles in the following breakup: Baiyer - 90 sq. miles
Lumia-Lai - 60 " "
Lower Jivi - 110 " "

The main geographical feature is the two extensive grassed plains, one in the Baiyer Valley and one in the Lower Jivi Valley. Apart from these plains the topography of the area is similar to many places in the Highlands, consisting of series of steep ridges cut by deep gorges. The Lumia-Lai area differs from this general description as it is a plateau extending from the Kaped Masiff and bounded by the LANIM and SIMWA Rivers.

Only in altitude, and hence the resulting vegetation changes, does this area differ from other areas in the Highlands. The altitude would average 4,000 ft. a.s.l., but it is as low as 1,600 ft. on the Jivi plains and 3,600 ft. on the Baiyer plains. Population does not extend over about the 5,000 ft. mark and rarely do people live below 3,000 ft. The people will tend to cultivate the mountain areas and leave the flat land for hunting and grazing. Now most of the flat land has been allocated by the administration, both in the Baiyer and Jivi, so they will have to continue cultivating their mountain slopes.

The climate is warmer than that met with in many other Highland areas and humidity is higher. There is a definite wet season extending from about October to February and generally it is hotter than due to the increased humidity. The annual rainfall is about 100 inches.

(b) Access and Location -

Baiyer River is in the Mount Hagen 245-District and is situated some 30 miles from the Town of Mt. Hagen, which is also the District Headquarters. There is an all-weather vehicular road from Mt. Hagen to Baiyer River which cuts east from the centre of the Valley to Kumberes Mission Station and, from there, an un-surfaced road turns back around the West wall of the Valley nearly to the LANIM River. There is also a road under construction into the Lower Jivi Valley. To date some 10 miles have been completed which takes the road to the top of the Baiyer - Jivi Divide. The road system in the area has great room for improvement and extension.

There is a good DC 3 Airstrip at the DASF Livestock Station and also a Cat. 6 Airstrip at Ruti with no restrictions. In addition the Baptist Mission has two small Cessna strips at Kumberes and Lumis for use by M.A.F. Pilots only. Air travel will not be of any great importance to this area due to its advantageous situation as regards roads. The Administration's energies should be directed toward improving the road system.

(c) Background - First contacts with these people was made in the 1930's, however there are no reports of this contact held at District headquarters. The first regular Administration contact was made in 1948 and from then the people were visited by patrols at least once a year. Around 1954 the first regular Mission contact was made and for the last 12 years or so there have been European missionaries stationed here permanently. The DASF Strak Station has been running for about 12 years also. Only at the beginning of 1967 was a B.D.A. Officer permanently stationed here and there is now an Administration Patrol Post in the area.

(B)

The degree of Administration influence is strong and the general attitude of the people is one of co-operation and friendliness. The Mission has a strong influence on their lives also. There is no history of large riots or other movements in the area. As a community they are very well off with a good education and health coverage and a strong, expanding economy.

(ii) Population - Distribution and Trends:

(a) Census - Attached are the Village Population Register Forms for that part of the Baiyer Census Division left in the Baiyer River Council. No Census was taken of the people in the Lualaba area, from the Lower Lal Census Division, or the Rutli area, from the Lower Jini Census Division.

No neo-natal mortality rate is attached as the time since the last Census, two years, and the disorder of the old Census Books made it impossible to work out accurately.

(b) Access to Villages -

Of the 16 Assembly Points in the Council Area 6 can be reached by vehicle. Of the other 10, 9 are joined by good walking tracks and the tenth, Rutli, is the only one really isolated. There is no reason why not in the future all these Assembly Points could be linked by vehicular roads. In some of the areas there is a tendency to move the resthouses down onto the roads. See attached Patrol map and (x) for details.

(c) Labour movement -

In the Baiyer Census Division only 29 men are employed outside the District. However in the Lualaba area this figure is much greater as the people there do not have the same opportunities at home as do the Baiyer people. A total of 208 men and 21 women were employed within the District, at least 90% of these are employed at Baiyer River. In fact there could well be a lot more than 208 employed as many employees returned home for the weekend, or to pay their tax, and they could well have been missed. The only absenteeism was those people employed or too old to appear at the resthouse. Neither outward flow of labour from this area, nor absenteeism, presents any problem here.

(iii) Social Structure:

(a) to (c) Social Background -

There are 16 distinct social groups within the Baiyer Census Division, in addition there are a number of distinct groups which, owing to their size, are absorbed into the 16 main groups. In the Lualaba area there are only 4 distinct social groups. It would appear that the Baiyer area is the eventual home of the remnants of smaller groups from the Hagen and Wabag areas. Of these 16 main groups only 2 speak the Medpa language of the Hagen area and 11 speak the Enga language of the Wapenamanda area. The remaining two groups are bi-lingual. All groups in the Lualaba area speak the Enga language. The groups mentioned would approximate to Clans however an effective cohesiveness between groups is only noticeable at the Sub-Clan level and lower. The operational or functional social unit traditionally was the lineage however now there is increasing co-operation apparent between members of Sub-clans and even Clans. The reason for this is that they are organized administratively at such levels and so are brought into much closer contact, necessitating co-operation, with their Clan members than before.

(d) Internal Social Relations:

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The barrier between the Baga and Medipa speakers is the only significant one and this is more a barrier of language than anything else. Amongst all the Baga groups there is a high standard of co-operation and fellow-feeling. The possible exceptions are long-standing rivalries between the Givacen and Kalkia Groups and the Kwanyinga and Lep Groups. The Baiyer people on the whole have close relationships with the people of Lewis, however the people of Pinyapais and especially the Koro people of Nkirap tend to remain slightly aloof. The reason for this is mainly their long-standing association with Wapenzwanda and distance from the Baiyer. It is not an important rift and should close with longer association through the Council and with the road to Lewis being completed. Generally the degree of cohesion throughout the Baiyer Census Division is high, especially in the last year due to their community effort on the Anti road.

(a) External Social Relationships:

The Baiyer people generally seem very self-centred and have little to do with groups adjacent to their area. Only the Medipa speaking groups have anything to do with other people and this is because all the adjacent groups are Medipa K speakers. They intermarry and mix with groups both in the Dei and Hul Councils. Some communication exists between the Baga groups and the people in the Wapenzwanda area, but it is mainly among the people in the Lewis-Pinyapais-Nekirap group.

(iv) Leadership:

(a) and (b) Leaders -

A list of leaders was enclosed in the Local Government survey of this area done by W.R. Hearn, then S.L.C.O., in 1967. This list has not changed to date and many of the people mentioned have since been elected as Councillors. However a number of the older people mentioned are now losing much of their influence due to Councillors replacing Iulumis and Tultals. There are no really powerful leaders and their leadership, when not sanctioned by the position, e.g. Councillor, depends on the whim of the people and is by no means absolute or for life. They hold sway the position of respected men in the community. No leadership status is hereditary.

(c) Leadership Trends -

There is a definite tendency for the people to turn to the younger and better-educated men for leadership. This is an expected trend and the reason it has happened relatively earlier here is the greater economic awareness of these people. They are beginning to realize that their existence in the future will depend on their economic position and consequently they turn to those people who have some knowledge of European economics, they seek their advice and ask them for help. Of the 24 Local Councillors 19 are under 35 and owe their position to education or business acumen. Only 5 of the 24 can be said to be traditional leaders and they are not always the most important traditional leader in their community.

(v) Land Tenure and Use:

(a) Traditional System of Land Tenure and Inheritance -

Traditionally the land-owning unit was the Sub-clan, however grazing land was often held jointly by a number of Sub-clans belonging to the same clan. Usufructuary rights were generally given to the extended family and any land matters were decided by the Sub-clan as a whole. Ownership of land descended patrilineally.

Recently the tendency is for land ownership to have a more personal basis and usufructuary rights held over an area by the one family for some years become almost rights of outright ownership. There is no longer any need for individuals to rely on Clan protection over their land against enemies and so people are beginning to regard land as being theirs personally rather than as being part of the overall Sub-clan land.

(b) Tenure Conversion -

No individuals hold land on lease, except for Mr. T. H. Corley of the Trauma Valley Farm, as yet they have not progressed from their customary tenure. They are interested in Demarcation and three leaders went to Madang in 1967 to attend a short course on Demarcation. They knew little of tenure conversion but a desire for this will surely follow the demarcation of Sub-clan lands. Already a number of local entrepreneurs have taken up farming on areas of Sub-clan land which, by tacit agreement, are regarded as being their land personally.

(c) Cattle Cropping - Most plantings are individually owned, or sometimes jointly by the extended family. A number of cattle projects have been started over the last two years and these are more of a joint effort some times a complete lineage will co-operate in running it. Influential men will obtain help from members of their group for token payments but rarely is sustained effort applied to individually owned land. Cattle projects are set up on the group land, such as that used for pig grazing.

(vi) Literacy:

(a) Schools - There are four recognized Primary 'P' Schools in the area, all run by the Baptist Mission. Two are actually in the Baiyer area, at KUMBERAS and MUMI, and two are in the Innis area, at LUMIS and PUYAPAS. There is also a Junior Technical School at KUMBERAS. The Council hopes to start a school at ANDROA if a teacher will be made available by the Education Department. The Mission also runs a number of Village schools which teach in the vernacular, the recognized schools teach in English.

There are 141 male students at Primary 'P' Schools in the Baiyer Census Division and 67 female students. In addition there are 4 male students at school outside the Baiyer area. This excludes High School students.

(b) Adult literacy - The number of adult literates is very small, especially in the Village. Any adults who are literate look for work inside or outside the Baiyer and very rarely do they remain in their village. A number of villagers are semi literate, having taught themselves to write, after a fashion, in pidgin English. Apart from these the store keepers and village pastors are the only people in the village with any degree of literacy.

(c) Higher Education -

The number of students attending High School, either in Waga, Sogeri, Awara or Goroka, is 46 males and 4 females. One male is attending the Administrative College in Moresby training to be a Patrol Officer. Another has finished a course at the Medical College in Moresby and is a Medical Assistant. Another hopes to attend the Local Government College at Vanuadit next year. The number of people continuing their education and training after completing High School is very small, most students seem to look for work after completing only second or third form at High School. The Christian Leaders Training College at Gans is the only institution which absorbs any number of young men from this area. Last year some 10 men were enrolled there.

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(d) Students overseas -

No students from this area are studying overseas. Two High School students are spending their holidays this year in Australia and from time to time the Mission sponsors trips to Australia for their Church leaders.

(e) Communications media -

Very few radios are owned by the local people, however they have shown great interest in the Council's scheme to purchase and re-sell cheap radios. Due to the low literacy rate little interest is shown in newspapers and other publications.

xxx (viii) Standard of Living:

(a) Housing, sanitation, etc. -

The traditional style of house, long, low, grass-~~xxx~~ roofed and temporary, continues to be generally used throughout the area. A few people are building larger houses, in the style of the government resthouses, but they continue to build them of native materials. Permanent materials are used only in a few more constructions to date. The traditional style of housing is suited to this climate and while not being very clean or sanitary with an increasing standard of living the house styles should improve.

Few of our standards of sanitation and hygiene are met by these people. Latrines are common and are generally used but few other ideas have got across. European style clothing is used extensively and is sought after, rarely do they look after it or wash their property with the result that they look a lot more like peasants and a depressed majority than they do while in their traditional dress. The attitude of the Mission in encouraging their adoption of European dress is to be deplored. Only very basic European artefacts are used extensively throughout the area. Axes, spades, knives, pots and saucepans of various types have become indispensable to them. Few other European artefacts are used.

(b) Diet -

In common to most of the Highlands, sweet potato is the main staple. In addition, sugar, bananas, taro, sweet-corn, paw-paw, pineapples are used extensively in their diet. European vegetables are eaten only in moderation. In the last year many trade stores have sprung up throughout this area and this has encouraged a desire among these people for tinned goods. They are by no means part of their staple diet for they eat a variety, this, however they are consumed generally and are regarded as a luxury.

(c) Service Organizations -

No organizations, such as Red Cross, etc., are in this area. The Mission carry out some of the functions of a Women's Club and hold monthly Clinics at most centres. Interest has been shown in starting a youth camp, on the lines of the National Fitness Camp, here. There is no organized sport but the Council is considering organizing something in this line.

(viii) Missions:

(a) Denominations Operative -

The Baptist Mission is the only Mission operating among the Enga people and is the only Mission of any size in the area. The Madira speakers are mainly Lutheran adherents, however those from the resthouse follow the Catholic Mission. Neither of the latter Missions have European missionaries stationed in the area and their activities here are on a very small scale. Perhaps because of this there is little ill-feeling between the various adherents. The Baptist Mission provides health services to the Madira

people and, although not adherents of their Mission, they regard it in a friendly light.

(b) Mission Services -

Either the Catholic or Lutheran Missions provide any services in this area, the Baptist Mission alone contributes materially to the welfare of these people. The Baptist Mission employs about 40 Europeans in the area and some 80 local people, this includes pastors and all post orderlies.

The Baptist Mission has a large hospital at its centre at KIMBAPAI. With two European doctors employed and a large staff of nurses, in addition 15 nurses and staffs all Aid Posts, except for those at IEL and GALL and PIMBAPAI which are staffed and supervised from F.H.D. in St. Jago. The Hospital is involved in Junior Nursing Aid Training, Aid Post Orderly Training, Infant and Maternal Welfare Training.

All four Primary 'P' Schools are run and staffed by the Baptist Mission, as are the Primary 'A' School and the Junior Technical School. A Bible Training College is at present being built by this Mission.

The Baptist Mission has encouraged a number of agriculture and forestry schemes and has trained local people in agriculture at the Agricultural Station at KIMBAPAI, in the Bay. This station has now been dissolved however the Mission continues to take an interest in locally-owned projects and business ventures.

(c) Attitude to Missions -

These people are extremely co-operative to the Mission as they are grateful for all the mission has done in their area. They realize that the Baptist Mission is largely responsible for what has happened to their area in the last ten years. They appear to be genuine adherents and have absorbed much of the missions teaching. In comparison the Lutheran and Catholic followers are generally sceptical toward their Mission and appear to be adherents only in name.

(ix) Non-Indigenous

(a) and (b) Non-Indigenous enterprises -

The largest such enterprise is the Agricultural Livestock Experimental Station, which covers 10,000 acres, which has been running for about 12 years. The monthly average of casual workers employed there would be about 100, this figure will not change greatly in the future.

A privately-owned cattle station is in the Borneo Valley. It is about 400 acres and employs about 20-30 people. Probably no more than about 60 labourers would be employed at any one time.

The Hallstr. Park Flora and Fauna Sanctuary covers an area of about 50 acres and is negotiating for another 100 acres or so. The average employment of casual labour there is about 20 men. In the future this figure could well rise to up to 50 men.

A very small trade store is owned by Mr. J. Coleman, on the F. Jago road. He employs one store boy and it seems doubtful that the place will expand.

There is a lease of about 300 acres at KAI, in the name of J. M. McInnes, which has not been touched in the last 10 years. At present it has no improvements.

(c) Marketing - None of these non-indigenous establishments mentioned are of any help to the local population in the marketing of their produce. They do, however, absorb some local produce for feeding their labour lines.

(A) Communications:

(a) Roads - The only high standard road in this area at present is the road to W. Eigen, it reaches from the Baptist Mission at Kumbere to the Baiyer-Nal Council border, some 10 miles. From it a road of some 3 miles goes to the Bird Sanctuary. This is a type of road it is gravelled and suitable for heavy traffic. The road to Eigen provides the main outlet for the area and is most important for the economy of this area.

Three other roads are at present being built and all three will provide important links with other areas. A road has been cut from Kumbere to the Lapis River Gorge, some 8 miles, and is being pushed on to Lapis at present, another 7 or 8 miles. It is hoped to eventually continue it on east Lapis to link up with the Wapansanda-Loupias road. The main section is all un-gravelled. A road is being cut into the lower Lapis along a possible route for a road to Madang. About 8 miles has been completed and about 15 miles remain to take it to the Kati airstrip. This road is gravelled for about 2 miles. The third road, being built from the road to Eigen, will link up the Baiyer direct to the Kati airstrip and the north road to Lapis. Work has begun on this road from the Baiyer end. At present a P. & D. Surveyor is surveying the road.

In addition to the above, a number of internal roads are being worked on at present. One from the Baiyer River bridge to the posthouse is half built, it is about 4 miles long and it is hoped to extend it down to the Lapis flats to link up with the road to Kati. A road from the post house to the Talingara posthouse will be begun this year. This road is being worked by the local people and will be about 10 miles long. There is a road from the Lapis road to Kumbere, which needs upgrading and graveling. It is about 5 miles long and gravel will be laid on it early this year.

The most important road requirement is on the Lapis. This area has a population of some 5,000 people and are totally without road access. With continued work this road is planned and gravel roads will be surveyed to gravel below and will eventually be gravelled.

(b) Sea - Not applicable, being in the very high mountains the Baiyer River by airfreighting to the Cat. A airstrip at Kati.

(c) Air - There is a Cat. A airstrip at the Kati posthouse which is capable of being extended to an airstrip. It has a regular weekly service to have there as a Cat. C airstrip at Kati, maintained by the local district, which could also be extended considerably. The airstrip, serving the light aircraft airstrips at Kumbere and Lapis, are not sufficient for extensive freight operations and they cannot be greatly extended. No further expansion is possible or warranted.

(B) Technical and Clerical Skills

A number of the local people have some knowledge of carpentry and plumbing gained from working at the Mission or attending their Junior Technical School. Some of them are at all experts but they are capable of good work if supervised by a qualified tradesman. The district employ about three people as mechanics and they have trained over the years. A good many people have licenses to drive any type of vehicle owned by them. A number of young men from the High School are capable of certain of secretarial work.

(C) The State of Public Development

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question is

This covered fairly extensively in Section (d) of the Situation Report attached. The people of the Haiyer Centre Division are very co-operative toward the Administration and toward the Mission, they have no feelings of discrimination against them or of getting a 'bad deal' as far as I can ascertain. The only resentment that these people hold generally is against the Administration and is caused by what these people feel is the unfairness of the Administration toward them over the question of obtaining land for their Council station. They are intensely proud of their Council and they feel the Administration should show more co-operation in allowing them some of the Stock Station land for their centre. Although the Council is by no means as vocal as it should be there is evidence that it is being used fairly democratically to air the feelings and grievances and ideas of the people as a whole, rather than of the Councillors alone.

Although on local questions there is still evidence of tradition and animities, on the whole the people of the Haiyer are surprisingly close-knit. Having only one strong Mission in their area they have a lot to do with this. They are very conscious of themselves as a discrete community and are proud to identify themselves as being from the Haiyer.

As yet they have little conception of the form of the central government and only understand its machinery in specific cases concerning themselves, such as where road funds come from. Their grasp of local government also is comparatively naive. The Council President has been to the sittings of the House of Assembly as an observer. The NMA from this area, Mr. Trajaya Sambil, has been to Australia, under the auspices of the Baptist Mission and an Aid Post Officer and Church leader from Lunia, Waga, has been there recently under the same auspices.

(iii) The Economy of the Area

(a) to (c) It was not possible, with the time and facilities available to me, to gain any accurate information on the total number of economic trees in the area.

(d) Market Gardening -

In the past the Baptist Mission encouraged the growing of fresh vegetables among the local people, which it bought and airfreighted down to the coast for resale. However it has now stopped this practice and the Inga Co-operative is about to try the marketing of fresh vegetables. There are no market gardening enterprises as such, vegetables are grown in conjunction with their subsistence crops and only on a seasonal basis. The Co-operative is at present training a number of people from each village in market gardening and it is probable that market gardening will be attempted to a greater degree in the future.

(e) Total Cash Earnings -

The Mission and Agricultural Station are the chief wage spenders. The Mission would spend some \$3,000 per year on local labour, the Agricultural Station would spend roughly \$9,200 on labour during the year. In addition the Administration-Council would spend about \$9,200 per year, the Fairtree Park about \$1,500 per year and Mr. Hammersley about \$2,000 per year. Including miscellaneous employers, such as coffee buyers, the total spent on labour per year would be in the vicinity of \$35,500.

Other sources of cash earnings would be: sale of fresh food, about \$11,000; timber, and building materials, \$2,600; coffee, about \$12,300; and miscellaneous businesses (trade stores, tractors, cars, etc.), about \$2,300.

During the year 1967/68 a large sum was spent by the Administration in purchasing timber rights and land in the Lower Jiri. A total of about \$120,000 was received by people in the

Baiyer Council area, mostly by people of Ruti and the Oughai Group. At this amount some \$150,000 was invested in Territory Loan, annual interest payment amounting to a total of about \$6,700 was paid on this Loan.

The total annual earnings from all sources, Labour, business and investments, would be in the vicinity of approximately \$169,800.

(f) Co-operative Societies -

The Enga Co-operative Society was begun early this year. Its members are drawn from within the Baiyer River Council area and they have a total share capital of \$27,000 invested. During the last nine months bonus shares totalling \$10,000 were issued. At the close of this year a net surplus of \$12,000 was made.

(g) Outstanding Entrepreneurs -

There are no outstanding entrepreneurs in this area, but many people are engaged in businesses in a small way. One Frank of Wakin has a tractor and cattle scheme and uses some of his goats as labourers for weeding. Lomo of Talia has a car and coffee, employs local labour. One Mumbi of Basi has a truck and coffee and employs labourers from his own group. Isigi of Wolubin has a poultry scheme and sells vegetables, uses family labour. All labour used is on a very much day to day basis.

(h) Bank Accounts - The number of Commonwealth Savings Accounts is 40. The Baptist Mission holds the Agency at Humberes. There is also a Baptist Mission Agency at Lumis. The deposits totalled to about \$5,000. The Stock Station holds the Agency for the Bank of New South Wales, they have 38 depositors with a total of about \$1,000 deposited.

(i) Tax Obligations -

In no areas was there any difficulty in meeting tax obligations. In a number of places the women stated that they would be unable to pay tax if it was set any higher than the .50c it is at present.

(j) Average per capita Income Figure -

This figure, for the whole Baiyer Council area, would be about \$11.6 per person, men, women and children. This is more than double the estimated figure of two years ago. Throughout the Baiyer area this figure is evenly realistic, however in the Lumis section the figure would be somewhat lower.

(k) See headings (ii), (ix) and (x).

(xiv) Possibilities of Expanding the Economy:

(a) Arable Land - There is little arable land, suitable for cash farming, in the area. Recently the people living on the ranges surrounding the Baiyer Valley have moved down onto the flat land in that valley, but now there is little of this land left as the Administration has alienated the greater proportion for its livestock Station. The only other large area of suitable arable land in the area, in the Lower Jini, was also alienated by the Administration in June, 1966. There are small pockets of suitable arable land up to now not cultivated, but only sufficient for the lucky few. The rest of the population will have to concentrate on better systems of land use and fertilizers to expand their cash cropping.

(b) Market Gardening -

The Enga Co-operative is at present attempting to encourage more interest in market gardening. Markets are good but the people plant only on a seasonal basis and hence there are gluts and lack of vegetables. There is no reason why market gardening can not be expanded as it does not entail the use of large areas of land as in cattle and economic trees.

(4) Possibilities of Increasing Wage Earnings -

Wage earnings from labour are very high in this area and I doubt that they can be expanded. The majority of all labour employed here is recruited locally. There is, however, a possibility of increasing wage earnings from market gardening, cattle, coffee, etc. and also from business ventures, such as trade stores and cars. For the latter some sort of business education is needed, these people have no idea how to run an efficient business. For the former motivation must be increased at present they are satisfied with the small returns they are getting from cash crops.

(d) Introduction of new Cash-earning Activities -

The Wage Co-operative is taking the lead in this and is attempting to make the sale and market of fresh vegetables a big thing, at present it is meeting with some lethargy on the part of the people. If the timber of the Jivi Valley is used and the local people are given some part to play in the use of it this would provide them with another avenue of business. Cattle projects are becoming most popular, they have increased from two to seventeen, with three chicken schemes, however lack of suitable land precludes them from becoming anything more than a group experiment. If the land in the lower Jivi is opened up to local farmers this would provide an opportunity for more people of this area to take up cattle farming.

As mentioned in the Situation Report attached, (iv), (b), if the Tourist trade could be encouraged in this area and better facilities provided, this would give a great boost to the economy of the area.

(a) Reaction to Economic Programmes -

The people often reiterate their desire for increased cash income and better business opportunities, they eagerly participate in any schemes which will attain these desires. However the need for hard work often quickly dampens their enthusiasm. It is not because of the hard work as such, these people in the last year have put in an amount of work on their roads which is quite surprising taking into account the nature of such work and their natural antipathy to hard work. However at present they are extremely in favour of roads and their enthusiasm for roads overcomes any laziness they may feel. Therefore if they understand and appreciate any cash-producing scheme, the amount of work involved will not discourage them. It is only if they do not understand, or distrust the efficacy of such schemes, that they will not co-operate.

(xv) Attitude Towards Local Government:

This section was covered fairly well in the Situation Report attached, Sect. (1), (a). The Council is very popular among the people and has their full backing. At all meetings a large number of them attend to listen in and full co-operation is given on all Council projects, such as roads, building of Aid Posts, etc. Once the Council Station is built it is expected that large numbers of voluntary labour will be supplied to aid in construction and supply of materials. Their full co-operation in the last tax collection shows the healthy attitude that these people have toward the Council. The only antagonism noticeable is from the Mission employees in the field, such as Village Pastors, and this antagonism is directed more at the Councillors, they resent their position and power, the old Church-State conflict, rather than at the Council as an entity.

(xvi) Attitude Towards Central Government:

See Situation Report, Sect. (1), (c). The people of the Baiyer River have been administered from Hagen, 30 miles away.

ever since initial contact. Only in early 1967 was an officer posted permanently to their area. In the two years since their attitude has changed noticeably. From being lethargic and with little local pride they have now become extremely proud of their area and eager to improve it, with roads, etc. They are no longer lethargic but co-operate fully on any Community Development Projects. The fact that in these two years the Soga Co-operative and the Baiyer Alver local Government Council have been started has also increased this feeling. They are really for the Central Government, as seen through its agents in the various Departments, and at present are at that stage where, if handled properly, their enthusiasm and co-operation will increase. However if the benefits they hoped would come with their own Government Station and Council do not eventuate their resulting disappointment could well put them back in a worse position than they were prior to 1967 and their attitude would worsen accordingly. At present they see the attitude of the Central Government over land for their Government Station and Council Station as an attitude it would take in the years prior to 1967, when they were virtually ignored except for the occasional patrol from Hagen. They are beginning to feel that perhaps there is not that much difference between being administered locally or from Mount Hagen. The same glaring inconsistencies are evident, the same casual attitudes toward the people's needs and desires. Once this feeling is allowed to become stronger, as it will become unless this feeling problem is quickly settled, the advances gained here, in co-operation and general attitude of the people, will rapidly come to nothing and the situation in the Baiyer Council area will revert to its earlier form.

(xvii) Accommodation, Services, Facilities

There is no public accommodation in the Baiyer Council area, no Guest Houses or Locals. All overnight visitors have to find accommodation with Government, Mission or private people. Plans are being made to build a Hotel, in the vicinity of the Ball-shoon Park, for use by Tourists and Visitors to the Park.

There are no Service Stations or Workshops. The Baptist Mission employed a mechanic until recently and has a workshop which undertakes minor repairs. The Stock Station is virtually self-sufficient in this respect but only repairs its own vehicles. The Soga Co-operative is hoping to open a Garage soon for use by the locally owned vehicles. At present all repairs to Council vehicles are done in Mt. Hagen.

All stores and equipment has to be ordered from Mt. Hagen or Madang. There it is transported by road or sea. The only stores in the area are trade stores which sell cheap items to cater for the local population.

The local people own many cars and there are available for hire. There is no regular road service into Mt. Hagen, or anywhere else. Both the Stock Station and Baptist Mission have generators to supply electricity, both are diesel-run.

Roads run to most areas, but very few are gravelled. All walking tracks, except that one into the Lower Jiai, are of a high standard.


A. Carthorn
Assistant District Officer

Patrol Report Baiyer River No. 3 of 1968/69:

(A)

DIARY

7

Tuesday

XXXXXXXX, 20th August, 1968:

BAIYER RIVER - IKI

Walking Time: 1 1/2 hrs.

Prepared for Patrol and finally set off for IKI Resthouse at 11.0 a.m., arriving at IKI by 12.30 p.m. The local people were already assembled here with ample food for the patrol.

Began the Tax Collection from the SIYAMBU Group, finishing them in the late afternoon. Paper work and some courts heard in the evening.

Wednesday

XXXXXXXX, 21st August, 1968:

At IKI

Continued tax collection from the KASAMP Group. Mr. J. Aiza, Local Government Assistant, arrived after lunch to aid with the tax collection. Stopped at 5.30 p.m.
Paper work and courts in the evening.

Thursday

XXXXXX, 22nd August, 1968:

IKI - GEGL

Completed the tax collection for the two IKI wads and left at 2.30 p.m. for GEGL. Walked to the road head and then drove the rest of the way to GEGL Resthouse. Arrived there at 5.0 p.m.
Some people gathered here and ample food brought up for the Patrol.

Friday

XXXXXXXX, 23rd August, 1968:

At GEGL

Day spent collecting tax at GEGL. Completed all groups by the afternoon. Paper and court work in the evening.

Mr. R. Allen, A.D.C. Mt. Egen, arrived for conference in the evening, then returned to Egen.

Saturday, 24th August, 1968:

GEGL - KUL

Walking Time: 2 hrs.

Left for KUL Resthouse at 8.45 a.m., arriving at 11.5 a.m. All people gathered here, awaiting the Patrol with food. Immediately began the tax collection and, in conjunction with it, conducted a Census Division, filling out the new census forms. Completed by 5.0 p.m.

Paper work and some courts done in the evening.

Sunday, 25th August, 1968:

KUL - BAIYER RIVER

Tallied tax money, then moved off at 10.0 a.m. Crossed the

(5)

Went to river and went by road back to the Station.
Sent all tax money collected to date into Hagen for banking with Mr. Aisa.

Tuesday, 25th August, 1968:

Spent on station attending to outstanding paper work.

Wednesday, 27th August, 1968:

MAIPIKAL - YAMAMANDA

Drove to road head at MAIPIKAL and walked for 15 mins. to YAMAMANDA Resthouse, arriving there by 11.0 a.m.
People gathered here with food so began tax collection and census revision immediately.
Paper work and some courts heard in the evening.

Thursday, 28th August, 1968:

YAMAMANDA - TAIPISALA

Walking Time : 1 hr. 15 mins.

Completed tax collection and census revision at YAMAMANDA and moved off for TAIPISALA at 1.30 p.m., arriving there at 2.45 p.m.
People all gathered here with ample food. Spoke with them and heard a number of courts. Paper work in evening.

Friday, 29th August, 1968:

at TAIPISALA

Spent all day on tax collection and census revision. Excellent attendance. Completed by 4.30 p.m. Rallied money and did some paper work in evening.

Saturday, 30th August, 1968:

TAIPISALA - MAIPIKAL

Walking Time : 2 hrs. 30 mins.

Taxed and censused the PANIA Group, 100 % attendance. Left for MAIPIKAL Resthouse at 2.15 p.m., arriving there at 4.35 p.m. Spoke with assembled people and accepted gifts of food.
Rallied tax money and did some paper work in the evening.

Sunday, 31st August, 1968:

at MAIPIKAL

All day spent censusing and collecting tax, good attendance. Court and paper work in the evening.

Monday, 1st. September, 1968:

MAINTS - KIMARIP

Walking Time : 1 hr. 5 mins.

Completed tax collection and census revision at MAINTS and left for KIMARIP Resthouse at 1.30 p.m., arriving at 2.55 p.m. Very few people assembled here so tallied tax money and brought papers work up to date. Some courts heard.

Tuesday, 2nd. September, 1968:

At KIMARIP

All day spent at KIMARIP on tax and census. Excellent attendance and ample food gathered for the patrol. Paper work and some courts heard in the evening.

Wednesday, 3rd. September, 1968:

KIMARIP - JUCUNA

Walking Time: 1 hr. 5 mins.

Completed all people at KIMARIP and set off for JUCUNA at 2.40 p.m., arriving there at 3.45 p.m. All people gathered with ample food for the patrol. Tallied money, court and paper work in the evening.

Wednesday, 4th. September, 1968:

At JUCUNA

Completed tax collection and census of all people here. Excellent attendance. Court and paper work, tallied money.

Thursday, 5th. September, 1968:

JUCUNA - PARALIS

Walking Time : 1 hr.

Left for PARALIS Resthouse at 8.0 a.m., arriving at 8.30 a.m. All people assembled here so began immediately on tax and census. Some courts heard and discussions with local people.

Friday, 6th. September, 1968:

PARALIS - BEIYER RIVER

Completed tax collection and census of all people here. Tallied tax money and returned to the Station by car. Mr. Aish to Hagen with tax money.

Saturday, 7th. September to Sunday, 8th. September, 1968:

At Beiyer River attending to outstanding matters.

Monday, 9th, September, 1968:

BAIYER RIVER - LAKA

Departed by car for LAKA Resthouse after lunch with Mr. Aisa. Spoke to the assembled people. Some courts heard in the evening.

Tuesday, 10th, September, 1968:

At LAKA

All day spent on tax collection and census revisior. Paper work and some courts heard in the evening.

Wednesday, 11th, September, 1968:

At LAKA

Finally completed tax and census of these people by 6.0 p.m. Collected money and heard courts in the evening.

Thursday, 12th, September, 1968:

LAKA - KULIMP

Walking time : 25 mins.

Left at 8.0 a.m. for KULIMP Resthouse, arriving at 3.25 a.m. All people gathered here so began tax collection and census immediately.

Collected money, paper work and courts in the evening.

Friday, 13th, September, 1968:

KULIMP - MAINJIP

Completed tax and census at KULIMP, then returned to LAKA at 10.0 a.m. From there by road to MAINJIP Resthouse. Began tax collection and census immediately and completed one Ward by late afternoon.

Paper work and courts in the evening.

Saturday, 14th, September, 1968:

MAINJIP - BAIYER RIVER

Continued with the tax collection and census and finished the second Ward by 6.0 p.m. Some courts then heard and returned to the Station in the evening.

Sunday, 15th, September to Tuesday, 24th, September, 1968:

Week spent at Baiyer River attending to outstanding Station matters and organizing the start of work on the next section of the Jimi road.

Wednesday, 25th. September, 1968:

BAITRU RIVER - LUMIS

Walking Time : 2 hrs. (Winyi-Lumis)

Prepared for patrol and drove out to Winyi, setting off by foot for LUMIS at 3.20 p.m. and arriving there at 5.20 p.m. Spoke with the assembled people and accepted gifts of food. Paper work and courts in the evening.

Thursday, 26th. September, 1968:

At LUMIS

Began tax collection, finishing one ward by the afternoon. Some paper work and courts heard. Visited the Baptist Mission in the evening.

Friday, 27th. September, 1968:

At LUMIS

Collected tax from the second LUMIS ward, finishing in the afternoon. Heard courts in the evening. Mr. R. Allen, M.P., arrived ex Hagen on a familiarization tour and overnights.

Saturday, 28th. September, 1968:

At LUMIS

Collected tax from the third and last LUMIS ward, completing them by the afternoon. Excellent attendance from all three wards. Paper work and courts heard in the evening. Collected money.

Sunday, 29th. September, 1968:

LUMIS - PINYAPPAIS

Walking Time : 1 hr. 30 mins.

After discussions with local Councillors, left for PINYAPPAIS Resthouse at 9.40 a.m., arriving there at 11.0 a.m. Spent the remainder of the day on paper work and attempting to balance the tax money.

Monday, 30th. September, 1968:

At PINYAPPAIS

Spoke to the assembled people and began the tax collection, completing one ward by 5.0 p.m. Visited Baptist Mission in the evening.

Tuesday, 1st. October, 1968:

At PINYAPPAIS

Completed tax collection of the second PINIAPAIIS Ward.
Paper and court work in the evening and tallied all tax money.

Tuesday, 2nd October, 1968:

PINIAPAIIS - NEKIRAP

Walking time: 2 hrs.

Had discussion with local Councillors and then left for NEKIRAP Resthouse at 10.10 a.m., arriving there at 12.20 p.m. Spoke with the associated people, ample food gathered here.
Paper and court work for the rest of the day.

Wednesday, 3rd October, 1968:

At NEKIRAP

Completed tax collection from one of the NEKIRAP Wards.
Spoke with the local people and heard some courts.

Friday, 4th October, 1968:

At NEKIRAP

Completed tax collection of the second NEKIRAP Ward, collecting for the previous year as well. Completed all but one group by the evening.
Paper and court work in the evening.

Saturday, 5th October, 1968:

At NEKIRAP

Completed the last of the tax collection. Held by-election for the NEKIRAP 1 Ward, vacant due to the disappearance of the Councillor. Worked out result and tallied all tax money.
Paper and court work in the evening.

Sunday, 6th October, 1968:

NEKIRAP - YARAMANDA

Walking time: 4 hrs. 40 mins.

Left for YARAMANDA Resthouse at 8.10 a.m. Pested at LUMIS at 10.40 a.m. and moved on at 11.0 a.m. Arrived YARAMANDA at 1.15 p.m. Bought ample food for carriers.
Paper work in evening.

Monday, 7th October, 1968:

At YARAMANDA

Began the surveying and pegging of the first section of the proposed LUMIS Road. Courts heard in the evening.

①
Tuesday, 8th October, 1968:

At YARAANDA

Completed surveying and pegging and divided the section, about two miles, into marks for each Council Ward to complete. Began work and spent remainder of day helping each group with advice. Paper work and courts in the evening.

Wednesday, 9th October, 1968:

At YARAANDA

All day spent supervising road work and advising each group. Court work in late afternoon.

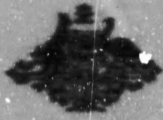
Thursday, 10th October, 1968:

YARAANDA - BAIYER RIVER

Inspected road then returned to the Station by car at 11.0 a.m.

Friday, 11th October, 1968:

END OF DIARY



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Report Number 4 of Baiyer River 1968/69

Subdistrict It. Hagen.

District Eastern Highlands.

Type of Patrol Road Construction

Patrol Conducted by Fr. R.S. Olive

Area Patrolled Part of the Baiyer Census Division
(Council and/or inside the Baiyer Council Area.
Sub-Division/s)

Personnel Accompanying Patrol

1 Const 1/c

2 Consts.

1 Interpreter

Duration of Patrol from 24/9/68 to 25/10/68 & 4/11/68 to 14/12/68

No. of Days 64 days (break period)

Last D.D. & Patrol to Area: August 1968

Date _____ Duration _____

Object of Patrol (Briefly) Reconstruct 4th & 5th sections of the Baiyer-Dial Rd. and supervise maintenance and graveling. Attend to any Administration matters in the area.

Total Population of Area Patrolled 500

Director of District Administration,
KONENOBU.

Forwarded, please.

/19

District Commissioner.

67-24-15

14th February, 1963.

The District Commander,
Western Highlands District,
B.O. 1000.

REPORT NO. 1000/1178/1/1/63

Your reference 1000/1178 dated 5th February, 1963.

I acknowledge with thanks receipt of Special report by Mr. R.G. Oliver, 1000/1178 to East District Command Division.

Mr. Oliver is to be commended on his work.

Your covering memorandum has been accepted with interest.

A copy of the report indicating the road is required, 1000.

(R.G. OLIVER)
Signature.

cc: Mr. R.G. Oliver,
Cadet Patrol Officer,
Patrol Post,
Mayer River,
Western Highlands District.

19. 14. 69

To: _____
From: _____
Subject: _____
Date: _____



Director of District Administration
District Headquarters
KORORUA, N.G.A.

5th February, 1969.

The Director,
Department of District Administration,
KORORUA.

RAIVER RIVER PATROL REPORT No. 4 - 1968/69

Activities of the above patrol members are attached. Mr. Giese, S.S.D., has been almost entirely occupied on the road work since his arrival in the District, and he has proved very capable at this job. He has worked to the South West District area, where he will gain some generalist experience.

The attitude of the people to the road work deserves commendation. They have attacked what would seem to be a vigour which will be difficult to maintain as the task moves further away from their home area.

The present extended rest period will further ensure that gardens and other routine village activities are not neglected.

A submission for further funds from the Rural Development Allocation has been made.

[Handwritten Signature]
(S.E. POLEY)
District Engineer

[Handwritten mark]
14/1

67-2-6

Sub-District Office,
HOUSTON, TEXAS, U.S.A.

22nd. January, 1949.

District Commissioner,
District Headquarters,
HOUSTON, TEXAS, U.S.A.

PATROL KITCHEN & BAKER SHOP - J. G. OLIVE

1. A great deal of blasting remains to be done - so much in fact that an only an experienced man could handle it - staying at the site until the job is completed. Our small compressor could not possibly last the distance.
2. I have made further arrangements with the men to repair the derrick. They hope to get them there during the next few weeks.
3. The quality of this job has been illustrated in previous correspondence - little further can be said.
4. This is a 'Situation Report', as required in the Director's instruction of June, 1948.
5. Content and presentation by Mr. Olive has improved. I expect the quality of his work to be maintained in the South-West field.

For your attention, please.



Assistant District Commissioner

c.c.: G.L.C., JAYNE,
MR. R. OLIVE.

(17)

Patrol Post,
BAIXER RIVER.
Western Highlands District.

16th. January, 1969

The Assistant District Commissioner,
Sub District Office,
MOUNT HAGEN.

Patrol Report - Baixer River No. 4 of 1968/69
Mr. R. C. Olive, S.P.O.

Attached please find the above report and Camping Allowance claims, for your forwarding.

This report covers the last weeks Mr. Olive spent on supervising the Ruti road which brought the road to the top of the Reana re-entrant.


Mr. Olive's typing has improved although his expression still has room for further improvement. I feel he should have concentrated more on the Native Affairs aspect of this work, especially their attitude, and less on the construction aspects.

There is still extensive areas of stone on the completed road requiring blasting. They will have to be done before the road can be said to be finished to the top of the ridge. Graveling continues and the Council is contracted to lay a further 2 1/2 to 3 miles of gravel. Prior to graveling the road surface will have to be improved as long neglect and heavy rains have cut it up considerably. A grader would be handy.

The bulldozer has become a bit of a white elephant. However there is no reason why it could not be put to good use if it could only be fixed. Our attempts to obtain a mechanic have had no luck, perhaps you could do better from your end?

The local people have been told that they will not be working on the road until such time as enough money is received to ensure them good wages, one cannot really extend the 'self-help' attitude over the other side of the main ridge.

For your information, please.


(W.A. Cartm)
Officer in Charge

TERRITORY OF PAPUA AND NEW GUINEA.

1071

SPECIAL REPORT

Patrol Report No. 4 of Baiyer River, 1968/69

PATROL PERSONNEL

| | | |
|-------------|----------------|----------|
| Europeans | Mr. R.C. OLIVE | C.P.O. |
| Natives | Const. 1/2 | KEMIA |
| | Const. | KAMBARAN |
| | Const. | BEI |
| Interpreter | | MUEWIL |

AREA PATROLED

Part of the BAIYER SENSHIS DIVISION

DURATION OF PATROL

64 days (broken period)
 24/9/68 - 16/10/68
 4/11/68 - 14/12/68

LAST PATROL INTO AREA

D.D.A. - August, 1968

MAP REFERENCE

Journal of RAMU

OBJECTS OF PATROL

1. Construct 4th and 5th sections of the Baiyer-Jini Rd. and supervise gravelling and maintenance.
2. Attend to Administration matters arising in the area.

DAIRY

Tuesday 24th September 1968

Left station at 11.00 am., and moved into my new campsite.
Checked on the bulldozer which had broken down. Staked up marks on the fourth section to all the groups. - all marks very short.

Wednesday 25th September 1968

Adjusted one or two marks, and organized house building.
Checked on stone clearing and blasting.

Thursday 26th September 1968

Supervised cleaning of marks, and then went to Maityuka (Kul Council) to continue investigations on an attempted murder there. Met the A.D.C. at the station and then returned to the road.

Friday 27th September 1968

Road supervision. Met the D.C. and inspected the road with him. Later met the A.D.C. and discussed road construction with him.

Saturday 28th September 1968

Checked on some lines who were working over the weekend, and checked on blasting and stone clearing.

Sunday 29th September 1968

Observed.

Monday 30th September 1968

Road Supervision. Called roll of some lines.

Tuesday 1st October 1968

Road supervision. Checked and adjusted levels. Heavy rain. Work stopped in the afternoon.

Wednesday 2nd October 1968

Supervised roadwork, and then assisted Mr. J.K. McCarthy with some film work he was involved with in the area.

Thursday 3rd October 1968

Corrected levels along the road, and supervised the construction. Met Mr J. Moore along the road and inspected it with him.

Friday 4th October 1968

Checked levels, and called the roll of some groups. Heavy rain in the afternoon.

Saturday 5th October 1968

Completed correction of levels. Supervised groups who had opted to work over the weekend. Released one group whose mark finished

Sunday 6th October 1968

Checked on roadwork. Returned to the station to make arrangements for Supreme Court witnesses. Returned to the road in the evening.

Monday 7th October 1968

Supervised road construction. Inspected the road with the A.D.C. and Mr. H. Gowing. 40 ft. of culverting arrived from Mt. Hagen.

Tuesday 8th October 1968

Supervised road construction. Returned to the station for general station duties, and returned to the road again.

Wednesday 9th October 1968

Supervised road construction. Laid a culvert. Released some groups whose marks finished today. Heavy rain in the afternoon.

Thursday 10th October 1968

Returned to the station, and then went to IANAWANDA to collect Mr. Cawthorn A.D.C. from patrol. Inspected the Leslie Rd. with him. Returned to the road in the evening.

Friday 11th October 1968

General road supervision. Released some groups whose marks finished today. Called roll of some of the remaining groups.

~~Supervised road construction and adjusted some levels.~~

Saturday 12th October 1968

Supervised roadwork and adjusted some levels.

Sunday 13th October 1968

Went down to the bulldozer to meet the mechanic from Hagen, but he did not arrive, so I returned to the station. Later returned to the road to check on weekend roadwork.

Monday 14th October 1968

Supervised road construction. The last three groups completed their marks late in the afternoon, and returned home.

Tuesday 14th October 1968

Organised maintenance work for prisoners. Pegged out the cut through the ridge, to the Jimi side of the divide.

Wednesday 16th October 1968

Returned to the station.

End of first section of patrol.

Monday 4th November 1968

Moved out on to the road at 11.00 a.m. Heavy rain prevented scaling up of marks.

Tuesday 5th November 1968

Scaled up marks to groups to marks on the fifth section. Organised cleaning of marks and house building.

Wednesday 6th November 1968

Supervised clearing of marks and checked on maintenance. Met Mr. Gawthorn along the road and inspected and discussed construction with him.

Thursday 7th November 1968

General road supervision. Heavy rain stopped work early.

Friday 8th November 1968

Supervised clearing of marks, and maintenance of the old section.

Saturday 9th November 1968

Supervised road maintenance and then returned to the station.

Sunday 10th November 1968

Checked on landslides along the road caused by heavy rain recently.

Monday 11th November 1968

Supervised the start of construction and called roll of some groups.

Tuesday 12th November 1968

Checked on road maintenance and called the roll of all those who were involved. Returned to the ridge and supervised construction.

Wednesday 13th November 1968

Supervised road construction. High winds, very heavy rain, and hail in the afternoon. One man was killed by a falling branch. I returned to the station to report the matter to Mr Gawthorn.

Thursday 14th November 1968

Mr Gawthorn and myself, spoke to the councillors and the people with regard to yesterday's accident. Work continued in the afternoon.

Friday 15th November 1968

Road supervision. Corrected one or two levels with the assistance of a surveyor. I called the roll of workers, who returned home in the afternoon.

Saturday 16th November 1968

Checked and corrected levels on the construction.

Sunday 17th November 1968

Observed, campsite.

Monday 18th November 1968

Supervised road construction. Inspected the road with Mr Gawthorn in the evening.

Tuesday 19th November 1968

Supervised road construction, and checked on maintenance.

Wednesday 20th November 1968

Completed the first phase (i.e. the first bench) and remarked it for the second section. The two roads approaching from either side were completed. Rain stopped work early.

Thursday 21st November 1968

Head supervision. The progress seems to be slow in spite of the workers working hard.

Friday 22nd November 1968

Checked on road maintenance and gravelling. Called roll of several groups before they returned home.

Saturday 23rd November 1968

Supervised workers who are working over the weekend to speed up progress.

Sunday 24th November 1968

Checked on work being done by weekend workers.

Monday 25th November 1968

Supervised construction, organized clearing of slides, and called roll of some groups.

Tuesday 26th November 1968

Supervised construction and checked on maintenance.

Wednesday 27th November 1968

Supervised road construction. Met Mr Cawthorn and inspected and discussed construction with him.

Thursday 28th November 1968

Rain held up work in the morning, but went very well in the afternoon.

Friday 29th November 1968

Supervised roadwork and checked on maintenance. Most people went home, but some volunteered to work on through the weekend.

Saturday 30th November 1968

Checked on work being done by weekend workers and prisoners.

Sunday 1st December 1968

General observation on site. Heavy afternoon rain prevented much work being done.

Monday 2nd December 1968

Supervised roadwork. Rain has caused some bad landslides along the road. Very heavy rain in the afternoon.

Tuesday 3rd December 1968

Checked on road construction and maintenance. Heavy afternoon rain again.

Wednesday 4th December 1968

Supervised roadwork and maintenance. Put in the levels for the completed road level. Met the D.C. along the road.

Thursday 5th December 1968

Supervised road construction and adjusted some levels. Met Mr Cawthorn on site in the evening.

(5)

Friday 6th December 1968

Rain all day - no work done and workers returned home.

Saturday 7th December 1968

Supervised road maintenance by prisoners and they returned to the station.

Sunday 8th December 1968

General observation.

Monday 9th December 1968

Supervised road construction till rain stopped work at midday. Met the L.V.C. along the road in the afternoon and spoke to the people.

Tuesday 10th December 1968

Supervised road construction, and maintenance by prisoners.

Wednesday 11th December 1968

The cut through the ridge finished today, and all those who had worked on it returned home. Maintenance continued.

Thursday 12th December 1968

Supervised road maintenance by local groups and prisoners.

Friday 13th December 1968

Supervision of maintenance.

Saturday 14th December 1968

Returned to the station.

END OF DIARY

SPECIAL REPORT.

Introduction:

The two sections of road being constructed were the completion of fourteen months of work, bringing the road through the ridge of the Baiyer-Jini divide, 8 miles from the Sanctuary Rd. turn-off. The object of this Patrol was to supervise this construction and gravel and maintain the previous sections.

The road to date follows along the North bank of the Frame river, and after the first four miles, climbs a further four miles to the cut through the ridge. Before the start of this patrol, seven miles were navigable by car from the start of the road and a half-mile had been worked from the ridge back towards the construction. This left one-third mile to be worked in between the two sections (fourth section) and the cut through the ridge (fifth section). Christmas had been set as a target date for completion of these two sections.

The fifth section should have started once the fourth section was completed but the delay was caused by a certain amount of confusion as to where the cut should go through the ridge. The surveyors, at the last minute, got orders to re-survey a site which had been previously established as being highly impracticable and undesirable, for reasons stated at length in Patrol Report No. 2 6/66 Baiyer River.

Anyway, I decided to carry on with the originally planned cut, and although it wasn't as deep as had been originally anticipated by the surveyors, it turned out reasonably well.

The road at present has been built entirely by hand labour, from the Baiyer area, except for the gravelling which is, and has been, assisted by the Council tractor.

Native Affairs and Attitudes:

As on previous sections, all the lines from the Baiyer Census Division worked on the fourth section, under the direct supervision of their Councillors, working through on their own mark, till their work finished and there waiting for the other groups to finish. Their marks were extremely short and therefore a great boost to their morale. The work was thus finished very quickly - only one or two spots caused any trouble at all and most marks were completed within a week once they started construction. The first week was spent building houses and cleaning their marks.

The fifth section, however, was impracticable for scaling due to the nature of the mark - (i.e. the cut through the ridge). The following method was therefore adopted for the construction:

The Ujini people (from the road side of the Baiyer River) were put on maintenance and gravelling of the previously constructed section while the Enga people "attacked" the ridge. Four Councillors started from the completed construction and worked in towards it. Five Councillors started on top and started cutting down into it - and the remaining four Councillors started about 100 yards past the cut on the other side and worked back in towards it. The idea was that they should all meet working at it when they got to it and finish at the same time when it was completed. This in fact happened; however it took six weeks to complete.

Although the cut through the ridge was a pretty mammoth undertaking, the morale and enthusiasm was unusually high and a fairly fast rate of working was quickly established. They undertook it, as a kind of challenge and having previously stated that they would finish it in "No time", they felt obliged to live up to this, slightly rash statement.

A little discontent was expressed when they realized just how deep the cut had to be, but having once fully understood the necessity for it, (after much explanation), they got down and made a good job of it. This was speeded up by racing one side against the other.

The attitude the people will adopt down the hill towards HMTI, is at present difficult to predict. They have various fears of spirits and lokness which they have expressed from time to time. I have recently been informed, however, that a fairly large sum of money will probably be allocated for working the road down the other side and having told the people this, they seemed a lot happier about the prospect of working it. It is also hoped that extra groups will be brought in to assist with this work from the KXYI, TSINDLAR, and RODLINGA areas. The Baiyer people will much appreciate any extra assistance that can be given to them. I certainly feel they deserve all that can be given, (mechanical and extra manpower) when one considers what they have put into it so far, which is, after all, only a road leaving their area, from their point of view.

One incentive which speeded work considerably was the fact that they had been promised a good break once they got through the ridge, which they are now in the process of taking. This should give them ample time to get their gardens rebuilt, mend broken houses, and sort out any problems that they have at home. They have been worrying about these things for some time now, but having now completed what they have done, they appreciate that it means less work next year, and that what they have done is now behind them.

The success of the cut through the ridge was slightly marred by our first fatality caused during the construction - A fall report has been submitted to District Headquarters and compensation to relatives was paid. Since the matter was settled I have heard no further mention of the incident. The safety of the people has been given full consideration during construction and in fact remarkably few accidents have occurred to date. This particular incident where the man was killed, did in fact occur on his way back to his house and not while he was actually working on the road.

During part of this period, a fairly large number of prisoners from W. penitentiary assisted with maintenance. This was a great help and if more can be made available again, it will continue to be so.

In general, the attitude now, towards the road is good, considering the circumstances, and as long as the Government can show increased assistance from a mechanical, money and manpower, points of view, it is quite possible that this attitude will continue.

Roads Construction and Maintenance.

On both the sections a 10 yard carriageway was aimed at. In certain spots it was not feasible but on the whole it was pretty close to this and in some sections considerably more.

The fourth section was one-third mile long and caused no great difficulty. At the start of this section a 3ft. culvert was laid, so the final result on that particular creek was very satisfactory. On only one small section was any real difficulty encountered where it went over a narrow creek and once the road was constructed the edge of the road fell away into a fairly bad landslide and the overhead ground fell onto the road as it gradually became a fairly bad section. However, bamboo has been planted with the hope of stabilizing the ground down below and in time building the road on "fill" supported down below by the deep rooted bamboo. Bamboo has been planted all along the edge of the mountainous section.

The fifth section, the base cut through the ridge, was a much harder undertaking. The section was about 250 yards long from start to finish/.

The reason for the depth of the cut was that the ridge was fairly sharp and the road turns back on itself down the other side. To get a decent riding curve therefore, a very large cut was required. It started at a width of 80ft. along the ridge and was benched down to 30ft. at the final road surface. The cut was approximately 50ft. deep. I think it is highly unlikely that the cut will break now that it has been constructed, as the nature of the ground was mainly stone; but for the construction purposes made it very hard going. It seems that most of it was once clay which over a long time has been consolidated into stone. It was therefore feasible to break it up with picks and crowbars, but only very slowly and by continually hacking away at the same spot. On the completed surface we came down to some real stone which can't be broken by blasting. It was far too large to be removed by hand.

There is still blasting required on the completed section, and in one spot there is just a solid rock face where the complete road will have to be blasted out. Once this is done the road will be accessible right up through the ridge.

During this period, on the fifth section, maintenance was carried out on the second and third sections by the local people - Three Councilors. This means the first seven-and-a-half miles are now trafficable, up to the large rock face, previously mentioned. Beyond this a lot of work remains to repair the remaining half-mile, which is very badly damaged by slides. This is the section worked last May, June and July from the ridge back towards the road face. It is expected that the clearing of this section will begin once construction begins down the other side.

The blasting of rock should begin very soon now. A compressor has now been made available to B.D.A. and is at present working in the MHL Council area, but is almost finished there. Having finished it is going to work on the Jimi Road and will stay there until the correct blasting required, is completed.

The bulldozer at present has done no work to date, as it has not been repaired yet. Efforts are being made to get hold of a mechanic to fix it, but at present, no one is available in Hagen. Any assistance that could be given in this matter would be much appreciated.

Eight miles of road have now been constructed, leaving approximately seventeen miles of road to complete the road down to RTI. However, at least half of this is over flat grass, and wood, lands. This kind of terrain does not create much of a problem for construction.

Conclusions:

As has been mentioned, eight miles of road have now been completed in the equivalent of about nine months of solid work. Three-and-a-half of these miles through very hard terrain. For the standard of work, it was a very impressive effort. During the period the people have been under constant Administrative influence and the effect has proved highly favourable. The people have a fairly good idea of the importance of this road, to them personally, and to the Government as a whole. At the same time they are very proud of their achievement as well they should be, as they have built it entirely by hand.

Had P.W.D. built it, it is estimated it would have cost well over \$200,000, whereas so far it has only cost about \$23,000.

The people are very keen that this route should be approved as the road from Hagen to Malsang. If this turns out to be the case, it would be the greatest boost to their morale that they could receive. It would obviously be of great economic importance to them. This they appreciate. Any early decision on this, would be well worth it, from the point of view of keeping this work going quickly, if this turns out to be the final route.


R. C. OLIVE.

1

APPENDIX A

Report on members of the Royal Papua and New Guinea Constabulary

No. 577 Const 1/2 W. H. H. H.

Appearance Good

Intelligence Fair

General Ability He does not inspire confidence, however, on this point he proved better than I have previously taken him to be.

No. 1031 Const. W. H. H. H.

Appearance Excellent

Intelligence Very smart

General Ability Very good all round. He is conscientious and thoroughly reliable.

No. 1031 Const. W. H. H. H.

Appearance Very good.

Intelligence Very smart.

General Ability Hard working and keen. Experience will make a very good policeman officer, I believe.

R. C. Olive
(R.C. Olive)

Officer of the R.P.N.G.C.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of Western Highlands Report No. 5 18/69

Patrol Conducted by Mr. P.P. Galya C.P.O.

Area Patrolled RMB Bayyer River.

Patrol Accompanied by Europeans _____

Native Const. 1/c Kerua, Const, Bernie, Interpreter Pak.

Duration—From 15/12/1958 to 16/1/1959

Number of Days 32 Days

Did Medical Assistant accompany? No.

Last Patrol to Area by—District Services 13/12/1958

Medical / / 19

Map Reference Forrell 13 of Samu

Objects of Patrol 1. Supervise maintenance and travelling of the Lind Road.

2. Attend to any Administrative matters arising in the area.

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 \$

9

67-14-23

31st March, 1969.

The District Commissioner,
Eastern Highlands District,
HOHE BAGA.

REFERENCE NO. MITEE BITEE 2/69-69.

Your reference MTE 74C of 10th March, 1969.

I acknowledge with thanks receipt of Special Report by MR. T.P. GAIYA, Trainee Patrol Officer to Post of BAYER Census Division.

Comments in my 67-14-22 of even date refer.


(T.P. GAIYA)
RECORDED.

cc:

Mr. P.P. Gaiya,
Trainee Patrol Officer,
YINADIER Training Centre
Dist New Britain District.

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

10. If Mr. Gaiya's English and his reporting ability are below average then, perhaps, the system providing his twelve years of schooling should be investigated rather than his twelve months at the Administrative College.

11. I sincerely hope that, in future, such junior officers will not be subject to the same treatment as Mr. Gaiya.

12. It would be appreciated if you would bring these reports to the attention of the First Assistant Director for his comments.



(B.J. DURR)

a/Principal Staff Training Officer.

17th March, 1969.

32/3

MINUTE

File No. 57-14-22

SUBJECT

BAIYER RIVER PATROL REPORTS NOS. 4 AND 5 OF 1968/69

I refer to the above reports passed on by you for my comments.

2. Mr. F. Gaiya is a trainee Patrol Officer who, in 1968, spent his first year of training at the Administrative College. This first year of training is purely an academic one to qualify him to hold the position of Patrol Officer and he has had little or no training in D.D.A. matters. Such training he will receive this year at Vanadidir, (not at the Administrative College as stated by the Assistant District Commissioner, Mount Hagen), and in subsequent years of on-the-job training.
3. He should never have been sent on a solo patrol at this stage of his career. I agree that "field work would be of greater value to him than office duties", but I would have expected that he accompany a more senior officer - not be sent out on his own.
4. I am not aware that the Departmental Standing Instructions make provision for verbal Patrol Instructions to be given in lieu of written instructions.
5. The "lengthy verbal briefing and assistance" given by the Assistant District Commissioner, Mount Hagen, must have been very superficial indeed if he did not ascertain that:
 - (i) Mr. Gaiya is a trainee Patrol Officer not a Cadet Patrol Officer.
 - (ii) He had not received any training in D.D.A. matters during his year at the Administrative College.
 - (iii) He has no statutory powers whatsoever. It is absolutely incredible that a lad (without such powers) could be sent out on a 32 day solo patrol in charge of police and prisoners. The District may consider itself lucky in the extreme that the several "incidents" mentioned in the Patrol Diary were resolved or investigated at District level without the above facts being made public, or without the issues coming to a head.
6. It is evident that Mr. Gaiya exceeded his authority on several occasions but, with no senior officer to guide him, what else can be expected.
7. I agree that, whilst his spelling, grammar and typing are poor, he should be commended rather than castigated for his lone effort in which it is so obvious that his senior officers showed little interest.
8. "There is no map" - Nor are there any written instructions issued by the Assistant District Commissioner, Mount Hagen.
9. The report would indeed "be of interest to the College" but not as an indication to them of the "end result". Mr. Gaiya's results at the College were a little above average with his final report stating - "...he is a very serious young man and is anxious to serve his people. He feels that he carries a serious responsibility in being chosen for higher education. He will make a fine officer".



TERRITORY OF PAPUA AND NEW GUINEA

67.1428 (1)

RA:KIG

Telephone

Telegram

Our Reference: WHD740

If calling ask for

No.



Department of District Administration,
District Headquarters,
MOUNT HAGEN, N.E.D.
20th March, 1969

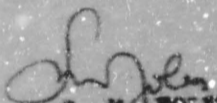
The Director,
Department of District
Administration,
KONELONG

BAITNE RIVER PATROL REPORT
2 OF 1968/69

Three copies of a Report submitted by Mr. F. P. Gaiya, C.P.O. are enclosed. This is the second report submitted by Mr. Gaiya of his activities during the period spent in the Mount Hagen Sub-District. He has now returned to the Administrative College.

The report indicates that Mr. Gaiya used his time well and would give him a first hand look at a few of the problems involved in the Administration of an area.

I have asked the Assistance District Commissioner to investigate the matter raised in the diary of Tuesday 7th January.


S. M. POLKE
DISTRICT COMMISSIONER

6

TERRITORY OF PAPUA AND NEW GUINEA
SPECIAL REPORT
PATROL REPORT BAIYER RIVER, 1968/69.

PATROL PERSONNEL

Europeans
Bairns

No. 5/1224
Mr. P.P. Bairns C.P.O.
Coast. 1/c Kerua
Const. Bernie

Interpreter Kuk

AREA PATROLLED

Part of the BAIYER RIVER DIVISION

DURATION OF PATROL

32 Days 16/12/68 - 16/1/69.

LAST PATROL INTO AREA

December 1968.

MAP REFERENCE

Fourmill of Bama.

OBJECTS OF PATROL

1. Supervise maintenance and gravel filling of the Jini Road.
2. Attend to any Administration matters arising in the area.

(5)

Special Report.

The Jial Road reached the ridge of the Baiyer-Jial divide, when I came to take over from Mr. R.C. Olive.

The object of this patrol was to supervise gravelling and maintaining of the previous sections of the road.

When I first arrived, the prisoners were working on top of the ridge maintaining the landslides which were caused by the heavy rainfall.

The native people were not working on the road when I came because it was Christmas and they stopped working.

I was informed by the A.D.C. Mr. N.L. Cawthorn to shift the camp further back close to the Patrol Post where gravelling had stopped so that the gravelling and maintenance would continue from there up to the ridge.

Next morning we packed up our gear and walked some miles back to a point and put up houses and dug toilets.

Early next morning we put the prisoners out to clear around the camp area until 7.00 a.m. We did this every day until all the bushes were cleared up.

Everyday from Monday to Saturday we used to start work at 8.00 a.m. and stop at 5.00 p.m. We did not carry gravel during the first week because the council tractor was working in the station.

However, the tractor was sent out to the camp on Saturday to start work on the road. The tractor was working whole week carrying stones and gravel except on Tuesdays and Sundays.

We were not only maintaining and gravelling the road, but also clearing up landslides occurred when heavy rain fell.

On Sundays we used to have rest and stay in the camp. Sometimes we used to send some prisoners out to get firewood.

Most part of this section of the road is on flat land but landslide occurs regularly and we have to check nearly everyday.

While I was there we did only about 200 metres of gravelling as stones and gravel have to be carried from some miles away.

However, we did about three miles of general maintenance, clearing up bushes on the edges of the road and digging drain along the sides.

There are about 14 MILES OF ROAD TO BE GRAVELLED, AND THIS WOULD TAKE some months to be completed. Where it has been gravelled, it is divided to the local Villagers for its maintenance. There is not much to include in my report about the affairs and attitudes of the local people because I wasn't working with them and so I haven't got anything to report on their economic and political development.

However, economically I would say in my conclusion that the Jial Road would help the people of the Eastern Highlands very much when it is completed.

9

Diary.

Monday 16th December, 1968.

Left station at 1.00p.m. and moved into my new campsite. Checked the prisoners and had a look around the section of the road on which they were working. Camped there for the night.

Tuesday 17th December, 1968.

Packed gears and moved down further back close to the station to a new campsite with the prisoners. Put up new houses and toilets. Checked the number of prisoners.

Wednesday 18th December, 1968.

Supervised maintenance of the road and left four prisoners to work around the camp. Checked the section of the road to be maintained.

Thursday 19th December, 1968.

Went on supervision and further checking of the road. Also went to check the spot where gravel has to be taken. Inspected the camp area.

Friday 20th December, 1968.

Road supervision and inspected the camp area. Later met the A.D. O. Mr. W.A. Cawthorn and discussed matters on the maintenance and graveling.

Saturday 21st December, 1968.

Council tractor arrived at the camp. Put half of the prisoners on the river to gather stones and load the tractor and the other half remained on the road maintaining and lining up the stones.

Sunday 22nd December, 1968.

Kept the prisoners in the camp. Later a vehicle came to pick me and I went to service and returned to the camp in the afternoon.

Monday 23rd December, 1968.

Supervision on the maintenance and lining of stones on the ungravelled road. Also inspected the camp area for tidiness. Later in the afternoon sent the sick prisoners to the aidpost.

Tuesday 24th December, 1968.

Tractor was sent to buy haulage. Put all the prisoners on the road for maintaining and cleaning.

③

2.

Wednesday 25th December, 1968.

Christmas Day. Kept the prisoners in the camp. Later some went to get firewood. Const. Bernie and Interpreter Kuk reported that a prisoner did not return to the camp. Sent Const. Bernie and two prisoners to see the A.D.O. about the matter.

Thursday 26th December, 1968.

Tractor carried stones from the river. Half of the prisoners living there and maintaining the road. Later A.D.O. came to find out about the runaway prisoner. Spent the prisoner back to the station.

Friday 27th December, 1968.

Supervision on maintaining gravelling. Checked the camp area as usual and bought some vegetables.

Saturday 28th December, 1968.

Road supervision and also checked the sections previously maintained to see if any landslides occurred during the weekend.

Sunday 29th December, 1968.

Kept the prisoners in the camp. I also remained in the camp for the whole day.

Monday 30th December, 1968.

Supervision of the road, maintained landslides and also put some prisoners to load stones onto the tractor. Inspected the camp area for general cleanliness.

Tuesday 31st December, 1968.

Sent the tractor to buy kaukau. Land Rover came to pick me and left me at the Mission Station where I took plane and went to Lamusa to see the singing. Put Const. I/c Kerna in charge of the work. This was a 5 day break for me for working all the Christmas. Stayed in the Lamusa Resthouse.

Wednesday 1st January, 1969.

Stayed at Lamusa watching the singing and meeting friends.

Thursday 2nd January, 1969.

Remained at Lamusa, rained heavily so singasing stopped much earlier. Chased people out of the Resthouse; got an ax away from a boy. Later had discussion with the people and handed back the ax.

Friday 3rd January, 1969.

Singasing ended; packed up gears to be flown over to Baiyer and I walked back. Spent the night with the Secretary of the Western Highland Baptist Union.

Saturday 4th January, 1969.

Returned to the station to go up to Hagen for shopping and banking council money but was too late. Returned to the Mission Station, packed up my gears and went out straight to the camp to resume duty.

Sunday 5th January, 1969.

Remained at the camp. At 2.00 p.m. went out to see the amount of work being done while I was away. Also inspected the camp area for general cleanliness.

Monday 6th January, 1969.

Put the prisoners to work, and informed the policemen what to do, and I went to Hagen. Also Const. 1/c Kerus, Const. Bernie, and Interpreter Pak returned to the station. Const. 1/c Yik, Const. Tilman, Interpreter Kunill came out to replace them.

Tuesday 7th January, 1969.

Put the prisoners out on the road. Heard a court case about the Interpreter scolding a prisoner very dangerously. Tractor was at buying ka ubau and so no gravel was carried.

Wednesday 8th January, 1969.

Supervision on mainly gravelling of the road where stone was laid up recently. Inspection camp area as usual.

Thursday 9th January, 1969.

Supervision on gravelling. Checked landslides from the camp back to the Sanctuary Road turn-off.

Friday 10th January, 1969.

Put half of the prisoners on gravelling and the others on removing the landslides occurred during the week.

Saturday 11th January, 1969.

Supervision on gravelling. Inspected the camp area as usual. Later the A.D.C. came and I hand him over the result of the court case being heard on Tuesday.

Sunday 12th January, 1969.

Remained in the camp with the prisoners. Later sent some out to get firewood.

4.

①

Monday 13th January, 1969.

Supervision on travelling. Sent some prisoners to level out land which occurred on the Sanctuary Road turn-off. Checked number of axes, found 2 some missing; discovered some prisoners went into the bush without permission, increased their period of hard labour.

Tuesday 14th January, 1969.

Supervision on travelling. Sent some prisoners to level out land which occurred near the Sanctuary Road turn-off.

Wednesday 15th January, 1969.

Supervision on travelling. Later I was told to pack up and leave on the following day to return to the station.

Thursday 16th January, 1969.

Supervision on travelling and informed the policeman that they have to work on their own. Later brought a prisoner to the hospital who fell from the tractor. Went back to the camp, picked up my gear and returned to the station. Returned all patrol gear and went out to take my leave.

End of Diary.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of WESTERN HIGHLANDS Report No. BAIYER RIVER NO. 6 of 1968-9

Patrol Conducted by R. S. CRUICKSHANK, Patrol Officer.

Area Patrolled Part LOWER IAI and part LOWER JIMI CENSUS DIVISIONS

Patrol Accompanied by Europeans Mr. CPO BRILLANTE (part)

2 Police
Natives

Duration—From 5 / 3 / 19 69 to 3 / 4 / 19 69

Number of Days 18

Did Medical Assistant accompany NO

Last Patrol to Area by—District Services AUGUST / 19 68

Medical UNKNOWN / / 19

Map Reference POUNBILLE RANU, MIVUNGE BAIYER.

Objects of Patrol FAMILIARISATION, REVISION OF INCOMPLETE CENSUS, MAINTENANCE
RIFT AIRSTRIP, LEASON WITH SURVEY TEAM.

Director of District Administration,
PORT MORESBY.

Forwarded, please.

/ / 19

District Commissioner

Amount Paid for War Damage Compensation 5

Amount Paid from D.N.E. Trust Fund 5

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

67-14-31

(17)

WED 748.
RA:bb



District Office,
MT. HAGEN, W.H.D.

23rd May, 1969.

The Director,
Department of District Administration,
KORORUA.

BAIYER RIVER PATROL REPORT 6 of 1968/69.

The report compiled by Mr. K. B. Cruickshank - Patrol Officer of a patrol to the Lower Lai was River Jini area is enclosed.

Could the necessary amendments recommended in Appendix A, be made in the village directory please.

The Senior Local Government Officer will prepare the amending proclamation for the Baiyer Council to include the Ruti area as a new ward. This has my support as well as that of the Regional Local Government Officer.

The sum of \$7000 has been listed in the Draft Rural Development Programme for the Lusia Road and as it has a high priority, it seems certain to be included in the 1969/70 Rural Development Programme.

The Lusia road supervision has now been interrupted by the "temporary" transfer of an Officer to the Southern Highlands.

A good report.

[Signature]
District Commissioner.

fr 10/1

[Handwritten notes]
Blomfield, M...
New ...

720
6/2

Have photo copied Files 2 to 6. have a submission for creation of 2 new C/Ds. ie. BAIYER RIVER + LANIM. C/Ds. This correspondence on file 14-2-14 (Part 4)

[Handwritten notes]
Please
10/6

Sub-District Office,
MOUNT HAGEN,
Western Highlands District

7th May, 1969

67-2-6

District Commissioner,
Western Highlands District,
MOUNT HAGEN.

BAIYER PATROL REPORT NO. 6 of 1968/69

R.B. CRUICKSHANK

The attached report refers.

1. I recommend that the HUTI area be established as a separate ward on the basis of :-
 - (a) Its isolation.
 - (b) The peculiar geographic/topographic features, resulting in -
 - (c) A different natural environment causing -
 - (d) A distinctly different economic outlook to the IKI area, therefore HUTI needs,
 - (e) separate representation on the Baiyer Council.
2. The LUMIS Road must basically remain a self-help project.
3. The recruitment of people outside the LUMIS area for the LUMIS Road is up to the OIC at Baiyer.
4. An Officer is justified on the LUMIS Road until this very important job is completed. He is not only road building. Part of his function is to deal with ALL Administrative matters in the area - land, police, disputes etc.
5. Baiyer Patrol Post does not warrant two based men on the Station.
6. Frustration over solution to the Council land problem is increasing. I sincerely hope that some action is under way to resolve the matter!
7. The incidence of crime in the LUMIS area strengthens the case for an Officer being engaged full time on the road and routine administration of the area.
8. Road improvement and construction is certainly the most important need of the Baiyer area. Further economic development, and better administration is utterly dependant on the quality of communication.
9. The Council should be devoting the greater part of its resources to improvement of local feeder roads - these are more important to the tax-payers than any other public asset.
10. I support Mr. Cruickshank's recommendation regarding census as follows:-

H.N. CRUICKSHANK

Page 2.

- (a) That TSIPAN be placed in the Bayer Census Division.
(b) That the PINYAPAI people now be known as
TSINKI-KARR.

11. That the LANIA Census Division be proclaimed as soon as possible.

12. That the NUTI area remain ⁱⁿ the Bayer Census Division but become a separate Council Ward.

A well written and informative report.

For your attention, please.

(R.M. ALLEN)
Assistant District Commissioner

Attach.

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DIARY.

Wednesday 5 March 1969. BAIYER RIVER - RUTI NO. 1
Prepared for patrol and departed 1500 for Ruti No. 1 arriving 1500. En route inspected progress of road construction. Erected bush camp and sufficient fresh foods bought for carriers.

Thursday 6 March. RUTI No. 1 - RUTI No. 2.
Departed 0650 arriving Ruti No. 2 1230. Inspected progress of maintenance to Ruti airstrip ordered by myself. Gave labourers further instructions.

Friday 7 March. AT RUTI No. 2.
Discussions with assembled villagers re future of Ruti Resthouse. Paid labourers for their work to date on airstrip. Visited by Mr. E. St. George and party by aeroplane. Initial census carried out on those people wishing to assemble at Ruti in future. Issued anti malaria materials to labourers and gave instructions.

Saturday 8 March. RUTI No. 2 - BAIYER RIVER.
0700 departed Ruti following native hunting path direct to Trauma Valley. 1200 stopped for lunch for one hour. Cut track with bushknives arriving Trauma Valley 1700. Arranged mechanical transport to Baiyer River.

Monday 17 March 1969. BAIYER RIVER - LUMIS.
Departed Baiyer River by vehicle 0900 with Mr. J.P.C. Brillante. En route stopped at hospital to obtain treatment for my infected eyes. Arrived Lumis Roadhead at Wigi 1100. Inspected progress Lumis Road construction with Mr. Brillante. Continued up to Lumis arriving at 1200.

Tuesday 18 March. AT LUMIS.
From 0830 to 1430 carried out census revision of Aroa/ Miritia, Mano, Miritin, Maningio, Xwan and Lainagin groups. Instruction Mr. Brillante on method of census revision. Heard and resolved several disputes. In the evening visited the Baptist Mission for dinner.

Wednesday 19 March. AT LUMIS.
Completed census revision of Pambon, Tinkin-Yane(Lisa), Tinkin-Tainarin and Tsingi-Wara(Kaipu) groups. Rest of afternoon worked on rewriting of Tax Census Registers and statistics.

Thursday 20 March. LUMIS - PINYAPAI.
0815 departed Lumis arriving Pinyapais 1000. Visited for village people to assemble. With Mr. J.P.C. Brillante, who is now competent, carried out census revision of the Tsingi (Tapanu, Tiliaka), Kitan Rai No. 1, Minkin (Yan-wara), Kitan (Kelongon, Bane and Mawa), Tsingi (Korman, etc), groups. Main stopped work. Rest of day and evening spent rewriting Tax/Census Registers and statistics.

Friday 21 March. AT PINYAPAI.
Revised census of remaining group Kitan Rai No. 2. Dealt with several minor disputes. Rest of day worked on statistics. Evening visited Baptist Mission for dinner and discussions with Mission personnel.

Saturday 22 March. AT PINYAPAI.
Spent full day rewriting Tax / Census Registers and compiling statistics.

Sunday 23 March. AT PINYAPAI.
Spent full day rewriting Tax / Census Registers and compiling Census statistics. At this stage all paper work up to date.

Monday 24 March. PINYAPAI - NEKERAP.

Inspected Soga Co-operative Ltd. I was just this had been almost

continued -

Departed Pingapais 0830 arriving Nekerap 1100. Walking track varies from superb to bad. On arrival revised census of Koro-Kuasina, Koro-Taklanta, Koro-Kunk, Koro-Kiangs, Mabagain and Lawe, Angarin and Kaipape groups, assisted by Mr. Brillante. In the evening compiled Tax Census Registers. (B)

Tuesday 25 March. AT NEKERAP.

With Mr. Brillante worked on rewriting of Tax Census Registers and census statistics. During day resolved several disputes and discussed local matters with Councillors.

Wednesday 26 March. AT NEKERAP.

Completed rewriting of Tax Census Registers as far as possible. (short on forms) At this stage only the Tax Census Registers of one group remains to be rewritten on the new format. Compiled census statistics. Supervised a controversial marriage settlement which had threatened to become serious.

Thursday 27 March. NEKERAP - BAIYER RIVER.

0800 departed Nekerap arriving roadhead 1200. Met by mechanical transport. Thence to Baiyer River. Late afternoon paid police and station staff wages.

Tuesday 1 April 1969. Baiyer River - Kuti Bushcamp.

0900 departed Baiyer River with Messrs. Bolgoff and Nickles of Lauria and Paterson's Surveys. Moved up Trauna Valley on forged road bench arriving Baiyer-Jiri Divide 1130. Moved down bush track into Jiri Valley arriving No. 3 bushcamp 1430. Self and carriers set up bush camp.

Wednesday 2 April. Kuti Bushcamp area.

0800 moved off with surveyor and carriers cutting bush. Arrived point of resurvey adjustment at 1300 but surveyors arrived much later. Self and carriers set on new bushcamp. Day wasted.

Thursday 3 April 1969. Kuti Bushcamp area.

0800 with surveyors and carriers to resurvey area. Supervised carriers cutting surveying lines. Work completed 1300. 1330 left surveyors in bushcamps and self and carriers set off for Baiyer River. Arrived Baiyer River with tired patrol at 2230.

PATROL DISBANDED

SITUATION REPORT.

INTRODUCTION.

The areas patrolled have since November 1967 been an integral part of the Baiyer River Local Government Council. The part of the Lower Lai Census Division patrolled comprises 5,388 people (March 1969) formerly administered from Wapenamanda Patrolled Post. These people assemble for administration purposes at three Resthouses known as Luris, Pinyapis and Nekerap. The part of the Lower Jini patrolled is very sparsely inhabited by about 160 people who desire to assemble for Administration purposes at Ruti Resthouse. About half of these people were formerly administered from Tabibuga Patrol Post (Jini) and the other half from Kuanian Patrol Post.

Thus all of the people of the areas patrolled were, until recently, not officially part of the Baiyer area for administration purposes.

In August 1968 the then Officer in charge of the Baiyer River Patrol Post patrolled the entire Baiyer River Local Government Council to collect Council Tax and to revise Census. However the areas mentioned above, were and are still, parts of other Census Divisions and although Tax was collected the Census was not revised or the new type Tax Census Registers compiled.

Nevertheless an excellent Area Study and Situation Report was forwarded by Mr. Cawthorn, the then officer in charge, which covered fully all of the Baiyer Council area including those areas whose Census was not revised. I feel that this very informative report (Baiyer River Patrol Report No. 3 of 1968-9) was compiled in the light of Mr. Cawthorn's two years experience in the area.

Thus my patrol was carried out mainly to familiarise myself with the area, two weeks after I arrived at Baiyer River, and to revise the census of those areas missed by Mr. Cawthorn. At this stage I do not feel competent to recompile the Area Study carried out by Mr. Cawthorn and submitted on 23 January 1969. This I intend doing in July-August of this Year when Council tax will again be collected and the census of the entire area recompiled. Consequently this situation report could be considered merely as an appendix to Patrol Report No. 3 of 1968-9.

POLITICAL.

In the Ruti area the people, few as they are, seem very unsophisticated. In the absence of a road link to the outside world, added to the sparsely populated nature of the area, most are very ignorant of the nature of local government. Most of the people belong to very small clans, now hardly extended family groups, remnants of weaker groups driven into the inhospitable Lower Jini by stronger groups and since decimated by disease. As such there are not enough people to justify a Councillor of their own and so they have been included in the Iki Ward of the Baiyer River Council. This is causing some dissatisfaction because of the large walking distances involved and the consequent neglect. The ward includes some little contacted people from the Kinint Creek of the Jini area which means a two day walk at least should they desire to visit their Councillor. The political aspirations of the people, therefore, are to obtain a Councillor of their own residing in the Ruti area. Any higher aspirations are beyond their ken.

The people of the Lower Lai C.D. of the Baiyer River Council present a different picture. These groups chose to leave the Wapenamanda Council upon the formation of the Baiyer River Council. It appears that this decision was a popular one, but it is evident that there is still a certain amount of feeling by some individuals to migrate back to the former. This feeling manifested itself by the migration out of some forty males and forty females from the Pinyapis Resthouse. To be sure the Census had not been revised in this area for two to three years and most of these people had already been unofficially migrated out at the time of the formation of the Baiyer Council. They are brought to account

(11)

in the Village Population Registers (attached) for Pinyapais Resthouse, Irinki (Korman, Kare). It appears that the whole Korman Clan has now migrated out of the Baiyer River Council area towards Wapenamanda. This was the only incident involving people wanting to migrate out of the Baiyer River Council area, and in any case it happened over two years ago. It is only the belated revision of census in the area which has brought the matter to light.

The people from the area, that is those men who assemble at Lusia, Pinyapais and Nekerap are at present engaged in the construction of a road from Baiyer River to Lusia, and beyond. In this project, which remains self help at this stage, the people are being assisted in their endeavour by a Cadet Patrol Officer, Mr. Charles Millante. The assistance being rendered is mainly technical and organisational. For example the steepness of the grades are being controlled and the various groups of people being allocated sections to construct, where otherwise chaos would reign. This road is doubtless very popular with those people living West of the Lusia River. At this stage a bench has been cut right down to the Lusia River and work has just commenced on the second stage up to Lusia. The current work is popular because of the problem of selling coffee. At present coffee growers are obliged to carry on their backs large bags of beans for a hard days walk to market. Market being mobile buying beans from the Enga Cooperative and itinerant buyers from the Wahgi Valley, who are driving further and further West as road construction proceeds. Thus there is a very real and apparent reason for the current road construction. It is very different to the attitude displayed by people from this Western region who worked on the Jimal road construction last year. In that case the economic benefits were too hazy to be comprehended by these village people and thus enthusiasm was not as high as that currently being displayed on the Lusia Road.

Nevertheless, human nature being as it is, individuals often tire of the heavy labour involved in cutting road bench over mountainous terrain with handtools. The community at large has tended to deplore this in principle and to counter it has used the very effective psychology of community disapproval. I surmise that this is similar to ' sending a man to Coventry ' in our own society. Also the presence of a Government Officer, engaged full time in assisting the project, has a very favourable effect on the morale of the workers, the prestige of the Administration being high in the area.

Nevertheless there is discontent, now becoming more outspoken, over the failure of the ' Government ' to make the rest of the people of the Baiyer River lend a hand to the project. In the past the people of the Lusia area have been obliged to assist their neighbours in the Baiyer Valley with community projects such as road construction. Now at last a self help project is under way

(10)

to bring the obvious benefits of a road link to the outside for the people of the Lanis area resentment is mounting both against the Baiyer people for failing to assist and the Administration for not wishing to enforce it.

I feel that this resentment is a very natural one, considering the past history of the area. It is apparent that the rest of the people of the Baiyer River Council area are very anxious to avoid having to help their former helpers on their own project.

However, with the continued lack of administration funds to assist the Lanis Road project this attitude is inevitable. Latest information is, happily, that money will be allocated to the project in the coming financial year. This is pleasing to hear, for not only will the money make it possible to recruit labour to assist the project, but it will fully justify the current full time employment of a relatively highly paid officer. By that I mean that I feel that the relatively low number of people at present working on the project does not appear at present to justify an officer who may be needed elsewhere.

Local Government: The current inter-Departmental strife at Ewar River over the site of the Patrol Post and Council centre is being aided and abetted by the Councillors representing the people west of the Lanis River. There is at present a two way split in the Council, half supporting the D.D.A. point of view that the Patrol Post and Council centre should be built on the present site at Ironbines and half supporting the D.S.S.M. point of view that the post should be re-attached generally west of the present site. My observations have made me conclude that the prime reason for those seven Council Members from the area west of the Lanis River supporting the D.S.S.M. point of view is that any point west would be closer to home for them.

This continuing dispute over the site of the Council centre shows no signs of being resolved and continues to eat the heart out of the Baiyer River Local Government Council. It continues to be the overriding factor in Local Government politics in the area to the exclusion of more constructive thinking.

The seven members mentioned above would doubtless accept any decision on the site of the future Council centre but in the meantime are happy to provide a bloc opinion in Council debates to resite the Council centre generally west of the present location.

Local Government Councillors: Most relevant information information is enumerated above. It remains only to be said that the seven Council Members representing the area patrolled are at present still involved in leading their people on the current road construction and combine as a bloc vote in Council debates to advocate the siting of the future Council centre west of the present location.

SOCIAL

Missions: The area west of the Lavin River continues to be completely dominated by the Australian Baptist Missionary Society. No appraisal of the political, social or even economic state of the area can fail to be greatly influenced by the Baptist Mission. Virtually all of the 5200 inhabitants of the area are at least nominally Baptist Mission adherents. There is a large Mission station at Lavis, staffed by several European Missionaries and families, engaged on the education, health and spiritual well-being of adherents of the Baptist Mission. A smaller Mission Station, with European Missionaries concentrating on education, is situated at Playapais. This excellent coverage by the Baptist Mission, together with the unusually great numerical strength of Europeans, gives the Baptist Mission a virtually unopposed sphere of influence in the area. There is none of usual situation in the Western Highlands, that of several competing Missions.

Thus I feel that the various sub-headings of social can be, in this case combined into one dissertation for the area in question.

In village politics the Baptist Mission pastors continue to exert far more influence than is usual in other areas. In an area where proven ability to arbitrate in village disputes is one requisite of a man of influence there can be a clash of authority between the local Government Councillor and the local Native pastor. Happily this clash of interests seems to be subsiding as each faction supersedes its sphere of influence and the strength and knowledge of local Government grows.

In education, one glance at the Village population registers (attached) is sufficient to show that there are a relatively high number of girls and boys at present being educated in some sort of school. I can say without fear of contradiction that every child at school is being educated in a local Baptist Mission school, whether the low level village schools or the central 'Primary B' type schools at Lavis or Playapais. Furthermore I believe that there are many more children actually being educated than is apparent from the Census Statistics as the close proximity of the schools to the Census assembly area often meant that children were given, or took, time off to line up with their family. The point, however, is that it is apparent that the people who assemble at Makarap Leshouse, not having a school in the area, are not nearly so well off in education facilities as those of Lavis and Playapais. There could be resentment if the Baptist Mission allows this state of affairs to continue.

In health the area is being very well served by Mission run Aidposts at the main centres and at Lavis and Makarap Playapais and also by several village aidposts. In addition there is the added service of the large Baptist Mission Hospital, with a

57 (46)

European Doctor and Nurses in attendance. Thus seriously ill people can be either carried or flown out.

During the last few years infant welfare sisters have been attending to the infants of the area. A perusal of the cards issued to Mothers shows that injections and general health are being well looked after by the Baptist Mission Health services.

In addition these cards are very useful to determine the age of previously unrecorded infants and young children. Because of the long time since the census of the area was revised I found these records most useful as Mothers invariably produced them along with the child to have its name recorded.

Law and Order:

Unfortunately the happy picture painted above is somewhat marred by the state of law and order in the area. Compared to the rest of the Baiyer River Council area the people west of the Lunis River are rather less law abiding. This has become apparent in recent years by the higher murder rate of the area, including that of the murder of a prison warden at Baiyer River by people from the Wakerap area last year. As well, the more sophisticated crimes such as stealing and sexual offenses are more in evidence here than in the rest of the Council area. The reasons, I surmise, are several. Firstly the nature of the people is different. They are closer in culture to the more violent people of Wapenabanda. Secondly the strength of the Baptist Mission, which tends to be more permissive than other Missions I have noticed. Thirdly the distance from the relatively recently opened up Patrol Post at Baiyer River.

This relatively lawless attitude can be certainly alleviated by the continued employment of the men on the construction of the Lunis Road which will improve communications with the area markedly.

ECONOMICS:

Again the economic development of the area is largely influenced by the lack of road communications with the area and by the Baptist Mission. Whilst patrolling the area I noticed many coffee gardens, certainly as many on average as the rest of the Baiyer River Council area. Income, however, would be rather less per capita. This is evidenced by the attitude of the seven Councillors from the area against the arguments advanced by the rest of the Council for an increased tax rate.

I feel that a lot of estate coffee is allowed to rot because of the walking distances involved in getting it to market. A road link will doubtless mean an increase in the money income of the area by the sale of more coffee and more vegetables.

Marketing of coffee and vegetables from the area is at present being done on a co-operative basis by the Baptist Mission inspired Erga Co-operative Ltd. In the past this has been almost

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a monopoly but with the general upgrading of the road from Baiyer River towards the Laxis area, and the current new road construction more and more of the trade is being taken by itinerant coffee buyers from outside the Baiyer River area. It is the same old story of the spot cash underpinning the immediate lower prices of the Co-operative.

With the strength of the Baptist Mission in the area generally, and the fact that so many of the local Government Councillors are at least nominally Baptist adherents there is a good deal of pressure to somehow ensure a virtual monopoly of coffee buying for the Lega Co-operative. This attitude is quite strong locally, but obviously contravenes the principle of free enterprise.

MISCELLANEOUS.

1. Ruti Airstrip. One of the objects of this patrol was to check on the state of repair of the Ruti Airstrip, which is controlled from Baiyer River. Fifty labourers from the Laxis area were recruited to maintain the airstrip which was previously badly overgrown, especially the overshoot sections, and the surface rather eroded. This work was started by instruction from Baiyer River before my arrival. The work was inspected by myself and the Airstrip is now in a satisfactory condition. The allocation for maintenance of this airstrip is usually fifty dollars per quarter, so in this case, due to lack of funds each labourer received one dollar for up to two months work in a very unpleasant climate. However, no complaints were heard as the Ruti people look upon their Airstrip as the vehicle of future economic development, and are quite willing to supply a reasonable amount of labour on virtually a self help basis when the Airstrip is in need of repair.

2. Wagon with survey team: Due to lack of communication two surveyors, Messrs. Belgoff and Hickles of the firm Lawri and Montgomerie arrived at Baiyer River without prior notice. I decided to accompany them with a party of police and prisoners to carry patrol stores as regular carriers were not available on such short notice. My object was to familiarise myself with the surveyed line of the proposed Ruti Road, to assist the surveyors and to look over the terrain generally. In some respects much time was wasted during the three days as the surveyors were unfit for walking. However the task of resurveying one section of the line was completed within the time and the Patrol was able to return to Baiyer River. In the meantime I was able to familiarise myself with a part of the route of the proposed Ruti Road which I had not previously seen.

CENSUS

Revision of census was carried out in that part of the Lower Lai Census Division which has been included in the Baiyer River Local Government Council area. This area was formerly a part of the Lower Lai Census Division which was administered from Wapenassanda Patrol Post in the Wakag Sub District. It appears that the last Census in the area was carried out in late 1965, before the formation of the Baiyer River Council.

Attached are Village Population Register forms for the above mentioned Baiyer River Section of the Lower Lai Census Division. The Tax Census Registers have been rewritten on the new format. No neo natal mortality rate statistics are attached as the period of time which has elapsed precludes an accurate picture. In fact the attached Village Population Registers show no deaths of infants under the age of one year which is obviously incorrect. However regular Census Revision at one year intervals will correct this.

At present the Census Division arrangements of the Baiyer River Council area are unsatisfactory. The Council area now includes elements from four former Full Census Divisions. Besides the part of the Lower Lai C.D. there are a few people from the Kuroga C.D., formerly administered from Tabibuga and a few from the Lower Sau Census Division, formerly administered from Kumpian. And as well, of course, most of the population of the Baiyer Valley are included in the Baiyer River Census Division, less those included in the Dal Council area several years ago.

My predecessor, Mr. W. Cawthorn, recognised that the present Census Division arrangements were completely unsatisfactory and proposed that the Council area be reorganised into three Census Divisions. The present Baiyer River Census Division would be left as is, the part of the Lower Lai Census Division (figures attached) would become a new renamed Census Division embracing Luada, Playapais and Makirap Resthouses, and the relatively remote, small number of people at present assembling at Ruti Resthouse in the Lower Jini would comprise the third Census Division.

Whilst I heartily agree with the first two proposals I am not enthusiastic about the third. Nevertheless it may be the only way out. Firstly there are only about 160 people around the Ruti area. This seems to be a ridiculously low number to comprise an entire census division. Yet the isolation of the area, two days walk from Baiyer River may justify it. Secondly it was considered that in the near future other groups north of the Jini River, now administered from Tabibuga, may well be included in the Baiyer River Administrative area. I have heard lately that this is now considered unlikely. Thirdly the development of the Lower Jini in the future would doubtless attract migrants. This is perhaps so but would the number be considerable enough to justify a whole new Census Division. I think not and in any case the necessity would subside with roads and generally improved communications in the Area.

Therefore I submit that those people now assembling at Ruti Resthouse, formerly elements of the Lower Sau and Kuroga² Census Divisions be included in the present Baiyer River Census Division. This point of view is of course subject to decision by higher authority.

I therefore agree with my predecessor generally but with the exception of the future status of the Ruti Resthouse people

Two further points which came to my notice during the patrol were

1. There is anomaly in the continued placement of the village known as Tsipan within the Lower Lai Census Division. This group of 341 people are not at all related to the rest of the people who assemble at Lumis Resthouse for the purpose of administration. Actually they comprise the WOGANPANI clan of the TSIPAN Group which assembles at KIMARIP Resthouse in the Baiyer River Census Division. Apparently at about the time of the initial census of the area the Woganpani Clan had a dispute with the rest of the Tsipan people and in a fit of pique decided to assemble with their friends of the time at Lumis Resthouse. However the Woganpanis are not at all related to the Lumis groups and in fact occupy their traditional land in and around Kimarip Resthouse. During this current census revision it was found administratively expedient to have the Woganpanis assemble at Kimarip and this was very popular with the people. I therefore suggest that the group known as Tsipan in the Lower Lai Census Division be in future known as the Tsipan-Woganpani and included in the Baiyer River Census Division.

2. At Pinyapais Resthouse there is a group known to the Administration as TSIMAI (Korman, Kare). This group, as was the rest of the Lower Lai Census Division, formerly was included within the Wapanamanda Local Government Council. At the time of the formation of the Baiyer River Local Government Council in November, 1967 there was a plebiscite in the area to decide into which Council the people should be placed. There was a split in the TSIMAI (Korman, Kare) group, the Kare clan deciding to remove to the Baiyer Council and the Korman clan electing to remain within the Wapanamanda Council. This migration is reflected in the attached Village Population Register for Pinyapais Resthouse. Now not one member of the Korman clan remains at Pinyapais Resthouse. I therefore submit that in future that the group at Pinyapais Resthouse be known as the TSIMAI-KARE.

Attached is appendix "A" being my considered recommendations for the future groups of people to be included in the Baiyer River Census Division and Lower Lai (Baiyer River Section) Census Divisions, bearing in mind my recommendations above.

I further submit that the name of the former Lower Lai (Baiyer River Section) C.D. be changed to the LAIEM Census Division, Laim being the name of the principal River flowing through the area.

Generally attendance at Census Revision was satisfactory, especially after two individuals were prosecuted during the early stages of the Patrol. Generally only very old people, and a few children, failed to present themselves.

APPENDIX A

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PROPOSED RAIYAN RIVER CENSUS DIVISION.

These villages are listed in the 1968 Village Directory as Western Highlands District, RAIVER 8, page 57. Upon checking the village directory I find that three villages are missing from the list and that the arrangement is rather misleading. I propose that the villages should be listed as Mr. Southorn has set them out in the Village Population Register, that is, in order of actual census patrol.

VILLAGES
KIBAGEMP
DIBIBINTMP
KAGANAROMINTIP
CIYANDU
ANTUKELGANG
KINDUMP
GIBELINEN
TOPOMBO
ERILICA
MAIFAYA
KUMBO
KIMBIN
BEMI
KILIBUGA
PUBIGEMP
VINYI
PAUSAE
BINGGIN
WANGLEPIT
KOHINA
KAPENA
PURI
PARAKAN-RUMIA
ENETYA
KULIMBU
KUNJIKIN
TMBILEMA
ISUKUL

VILLAGES (continued).
TALIA
LENA (MAN)
TUMGA
SINAPOMA
MALEPOR
GOL
PENAI
MAIPUSK
LABAYUNA
MULAKAI
KALAU
YAPUA
SINANAPIN
AUMOSA
LAI
PUMIN
MOGAIK
KEYPUM
ANGGALU
GOG
PANTA
KUMOGGA
PANANDANG
KINA
KIUMI
LAIK
YOPUL
KSPAWANDATS
KAKINA
TSEIPEN-MOGANPANI
KOLIA

NOTE: Last two villages are Tsipen-Moganpani ex Lower Lai S.E.
and Moiva being ex Lower Jini.

PROPOSED IANUM CENSUS DIVISION.

These villages are listed in the 1961 Village Directory as Western Highlands District, BAIVER 6, page 57, under Reshouses - Lasis, Pinyapais and Hkerap. Some villages are missing from the Village Directory list and the arrangement is misleading. I propose that the villages be set out and listed as per the Village Population Register as follows.

| <u>VILLAGES</u> | <u>VILLAGES (continued)</u> |
|------------------------|---------------------------------|
| ARONA-MANEMBO | ARONA-BAI NO. 1 |
| TSINGI-TSINGAHEN | KITAN-BAI NO. 2 |
| ARONA-OSIMAGIN | TSINGI (KAME & WAKERS) |
| ARONA-MARIBIN | TSINGI (TRAFUS, TILJARA) |
| TSINGI (WALA, KAYE) | KITAN (BAIONGON, BAUER, NANA) |
| ARONA-KWAI | TSINKI - KARE |
| ARONA-WUREPIGA | KORO-TAKIYITA |
| ARONA-WAYO | KORO-KIANGA |
| TSINGI (YAMA & IGWA) | MARACAIN & YINE |
| TSINGI (WALA PAMBRA) | KAIKANE |
| | ANBANUIS |
| | KORO-KEMASTINEA |
| | KORO-KORT. |

NOTE: One group has been extracted from this proposed Census Division and placed in the Baiyer River C.D. as Tsipun-Kaganpani and the village above Tsinki-Kare has been changed from Tsinki (Kapan, Kare).

PATROL REPORT NUMBER 5147 1962-63, HAYES RIVER
APPENDIX A

Report on Members of the Royal Papua and New Guinea Constabulary

No. 1023 Constable first class KUMIN.

Discipline: Satisfactory

Appearance: Satisfactory

General Ability: Inclined to be too familiar with village people, however his diplomacy can be useful at times. A satisfactory patrol policeman.

No. 1794 Constable SIGIMBI.

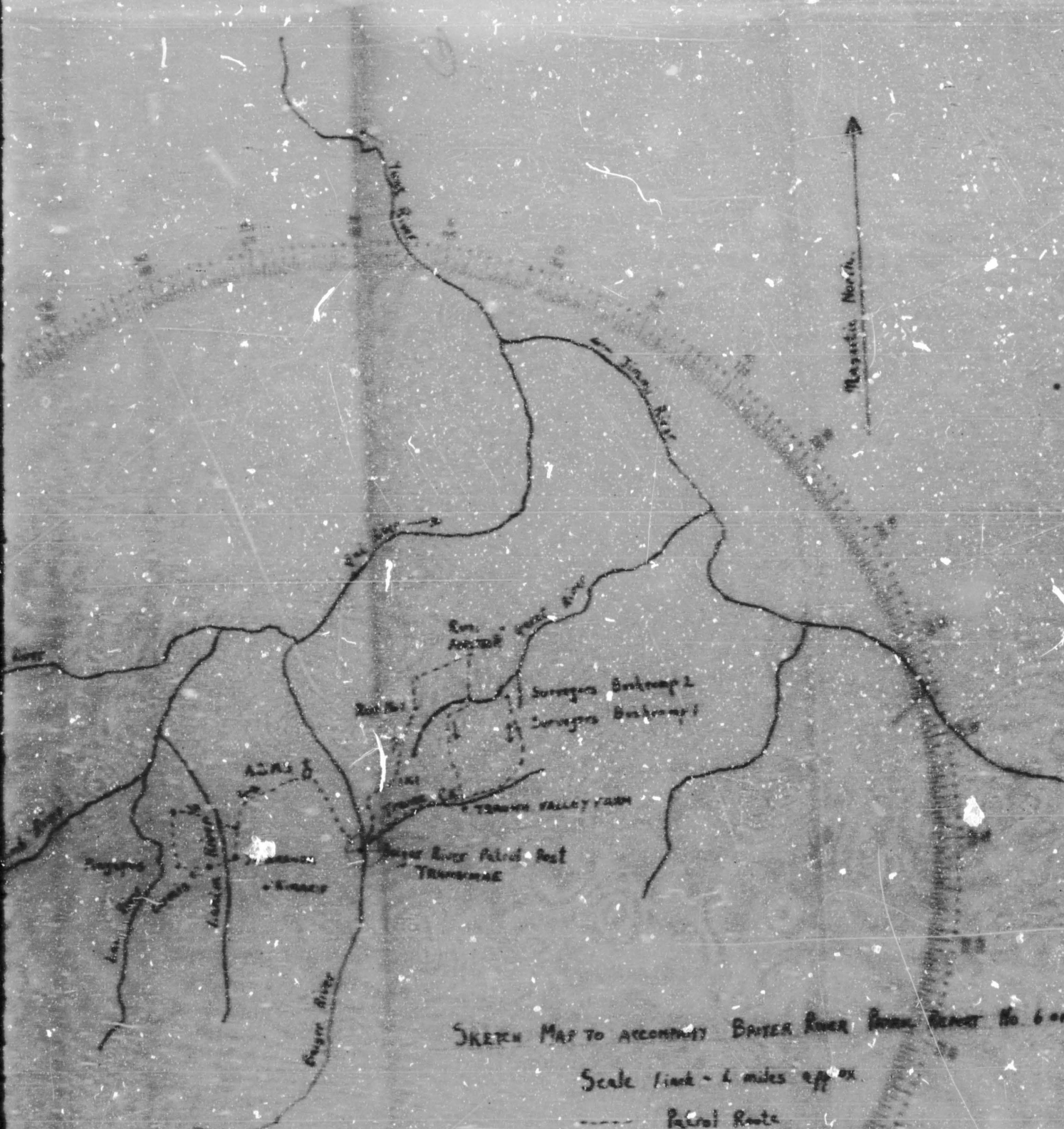
Discipline: Satisfactory

Appearance: Smart

General Ability: Appears to be a sleepy individual. Little initiative is shown and appears to have little command. S.C.O. potential low. From the work output point of view is an unsatisfactory patrol policeman.

R. B. Crutchshank

R. B. Crutchshank
PATROL OFFICER



SKETCH MAP TO ACCOMPANY BRIAR RIVER PATROL REPORT No. 6 of 1967-68

Scale 1 inch = 4 miles approx.

----- Patrol Route

R. B. Cruckshank P.O.
29 April 1967



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

Report Number: Special Patrol Report 7/68-69 Baiyer River

Subdistrict: Nz. Hagen

District: Western Highlands

Type of Patrol: Special

Patrol Conducted by: G.R. Brillante

Area Patrolled: Baiyer River Census Division

(Council and/or

Census Division(s))

Associated Accompanying Patrol

Duration of Patrol—from 27 1 69 To 2 5 69

No. of Days: Eighty-seven days

Last D.D.A. Patrol to Area:

Date: _____ Duration: _____

Objects of Patrol (Briefly): (a) To construct a road from Baiyer River through to Lumis

(b) General administration

(c) To conduct the census for Lumis, Pinyapas, Mekerap and Kinarip, completing the census for 1968

Total Population of Area Patrolled: _____

Director of District Administration,
KONFDOBU.

Forwarded, please.

/19

District Commissioner.

Division of District Administration,
Department of the Administration,
Manila, Pagan.

JULY 27, 1954.

The District Commissioner,
Eastern Highlands District,
New Guinea.

CONFIDENTIAL

Dear Sir: Reference is made to your letter of 26th July, 1954.

I acknowledge with thanks receipt of Special Situation Report by Mr. [Name], Chief Patrol Officer to [Name] District.

The report has been read with interest.

The people of [Name] have been very cooperative as to the details and progress of the [Name] [Name] and I do not understand the [Name] to [Name] on page 10 of his report. It is rather [Name] to be [Name] [Name].

I will be interested in the results of the [Name] [Name] by [Name] [Name] [Name] of Mr. [Name].

Sincerely,
[Name] [Name]
[Name] [Name]
[Name] [Name]
[Name] [Name]

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

Telex
Telegrams WED 757
Our Reference RA.bb
Heading at the
No.



Department of District Administration
District Office,
MT. HAGEN, E.N.D.
8th July, 1969.

The Director,
Department of District Administration,
KONKORU.

BAIYER RIVER PATROL REPORT 7-68/69.

Two copies of the above report submitted by Mr. Brillante
C.P.O. are enclosed.

The report was delayed because of Mr. Brillante's secondment
to the Laliba Forest purchase.

An amount of \$7000 has now been allocated from the Rural
Development Program for the Baiyer-Lumis road, and this should
assist in completing gravelling of the formed sections.

The report gives a good summary of the work carried out,
although the actual composition leaves a lot to be desired.

S. J. F. [Signature]
S. J. F. [Name]
District Commissioner.

67-2-6

Sub-District Office,
MOUNT HAGEN.
Western Highlands Dist.

25th June, 1969

The District Commissioner,
Western Highlands District,
MOUNT HAGEN.

BAIYER RIVER PATROL REPORT NUMBER 7/1968-69

MR. C. E. BRILLANTE

The attached report refers:

1. The land impasse has been resolved - at some cost to B.D.A. and Native disposition.
2. Mr. Brillante has done an excellent job on the MUMIS road.
3. However, a little more effort on spelling and composition of his report is desirable.

For your attention, please.

Ken Allen
(K.E. ALLEN)

Assistant District Commissioner.

c.c.: Officer in Charge,
Patrol Post,
BAIYER RIVER.

Mr. C. Brillante,
c/- Sub-District Office,
MOUNT HAGEN.

(14)

TERRITORY OF PAPUA AND NEW GUINEA

SPECIAL REPORT

STATION

Baiyer River Patrol Post

SUB-DISTRICT

Mount Hagen

DISTRICT

Western Highlands

PATROL NO.

NO.7 of 1968/69 (Baiyer River)

PATROL CONDUCTED BY

C.R. BRILLANTE Cadet Patrol Officer

PERSONNEL ACCOMPANYING PATROL

Accompanied Mr. Brickshank P.O.
during Census patrol - 10 days

Const. I/C Wik R.P.M.S.C.

Const. Kasboran R.P.M.S.C.

Const. I/C Kusin R.P.M.S.C.
during Census patrol only

Const. Giginai R.P.M.S.C.
part time only

DURATION OF PATROL

87 days with broken periods
27/1/1969 to 2/5/1969

LAST PATROL INTO AREA

D.D.A.

OBJECTS OF PATROL

- (a) To construct a road from Baiyer River valley through to Lumbe
- (b) To administer the general area
- (c) To conduct the census for Lumbe, Mityapa, Mityapa and Mityapa completing census for 1968

Brillante

C.P.O.

(14)

PATROL REPORT BAITER RIVER NO. 7 OF 1968/69

(a)

DIARY

Monday 27th January 1969

Prepared for patrol, then drove to Winyi and walked from there to Yarramanda rest-house. Inspected the area, heard some disputes. Slept Yarramanda rest-house.

Tuesday 28th January, 1969

Supervised the clearing of bush along the proposed road site. Purchased sweet-potato for the station prisoners assigned to clear slides on the existing road. Spoke to councillors that night concerning the work. Slept Yarramanda rest-house.

Wednesday 29th January, 1969

Put in the levels for the new road. On account of heavy bush finished only half the proposed distance. Heard some disputes that night. Slept Yarramanda rest-house.

Thursday 30th January, 1969

Finished putting the levels in for the new road. Then I set the marks for each group and spoke to all the councillors concerning the work. Slept Yarramanda rest-house.

Friday 31st January, 1969

Put in the levels for the cement foundation and floor, for the new aid-post at Yarramanda. Returned to station. Slept Trambo Mae.

Saturday 1st February, 1969

Attended to station duties. Slept Trambo Mae.

Sunday 2nd February, 1969

General observation.

Monday 3rd February, 1969

Attended search and rescue down the Gums for two lost youths; Mount Egon. Slept Mount Egon.

Tuesday 4th February, 1969

Drove to Winyi, then walked to Yarramanda rest-house. Supervised the commencement of the work. Later inspected work on the aid-post at Yarramanda. Slept Yarramanda rest-house.

Wednesday 5th February, 1969

Walked from Yarramanda rest-house to the new road site. Inspected the work of the prisoners, then supervised construction. Later checked work on the aid-post. Slept Yarramanda rest-house.

Thursday 6th February, 1969

Supervised work on the road construction, heard some disputes. Slept Yarramanda rest-house.

Friday 7th February, 1969

Supervised work in the morning, then drove back to station to meet Mr. R. Allen and Mr. K. Winckham. Checked station correspondence and discussed its management. Slept Trambo Mae.

Saturday 8th February, 1969

Attended to station duties. Slept Trambo Mae.

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Sunday 9th February 1969

Drove to the Bird of Paradise Sanctuary to discuss the land investigation for the new extension. Slept Traembe Mae.

Monday 10th February, 1969

Drove to Winyi, then walked to the new road site. Inspected work and spoke with the councillors. Returned to station. Slept Traembe Mae.

Tuesday 11th February, 1969

Supervised the reconstruction of a log bridge between the Patrol Post and the Bird of Paradise Sanctuary. Slept Traembe Mae.

Wednesday 12th February, 1969

Drove to Laga, being unable to go all the way to Winyi due to slides caused by heavy rain. Inspected work on the new section of road under construction and the Aid-post. Returned to station. Slept Traembe Mae.

Thursday 13th February, 1969

Conducted the land investigation for the new extension to the Bird of Paradise Sanctuary. On completion met Mr. Cruickshank at the station who is to take over as O.I.C. Slept Traembe Mae.

Friday 14th February, 1969

General office work, hand over-take over procedure. Slept Traembe Mae.

Saturday 15th February, 1969

Attended to general station work in the morning. Visited by the Assistant Police Commissioner in the afternoon. Slept Traembe Mae.

Monday 17th February, 1969

Drove to Winyi, inspecting work on the existing track from Kumberes to Winyi. There are nine lines working on its upgrading. Inspected work on the road under construction. Heard some disputes in the afternoon. Slept Yarramanda rest-house.

Tuesday 18th February, 1969

Supervised construction on the new road and checked some levels. Mr. Cruickshank arrived and we inspected the work. Purchased sweet potato for the station prisoners working on existing land slides. Attended Baptist Mission for supper. Slept Yarramanda rest-house.

Wednesday 19th February, 1969

Walking time four hours.
Departed camp 0900 hours to walk to Typigama, arrived 1230 hours. Organized the levelling of the site for the new Aid-post at Typigama, then laid the levels for the foundation and floor. Departed Typigama 154 hours, arrived back at campsite at 1730 hours. Slept Yarramanda rest-house.

Thursday 20th February, 1969

Walked along the Kumberes - Winyi road inspecting work, checking attendance and fixing levels. Met Mr. Cruickshank on the road, so we inspected work together. Heard some disputes that night. Slept Yarramanda rest-house.

Friday 21st February, 1969

Walking time four hours.
Because of the large distance from Yarramanda rest-house to the road site, I have organized the construction of a bush camp on

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the site. Moved camp today. Walked to Lumbia to examine the route of the new road to the top. Departed camp 1100 hours arrived Lumbia 1400 hours with time for inspecting levels and possible routes. Met the Baptist Missionaries at Lumbia. Departed Lumbia 1530 hours arrived back at camp 1730 hours.

Saturday 22nd February, 1969

Walked along the Kumberes - Winyi road inspecting the work on the upgrading. Drove back to the station that afternoon to attend to station work. Slept Trambe Mae.

Sunday 23rd February, 1969

Generally observed.

Monday 24th February, 1969

Drove to Winyi, then walked to camp site. Inspected work and conciliated in some disputes. Slept camp site.

Tuesday 25th February, 1969

Walked along the Kumberes - Winyi road checking attendance and inspecting work. The work is progressing at an excellent rate. Slept camp site.

Wednesday 26th February, 1969

Purchased fresh food for the station prisoners working at the site, clearing slides. Departed camp site 1100 hours arrived Typigama 1255 hours. Reset the levels for the foundation and floor of the new Aid-post at Typigama. Heard disputes that night. Slept Typigama rest-house.

Thursday 27th February, 1969

Supervised work on the Aid-post during the morning then walked back to the camp site on the new road. On arrival back at camp I inspected the work and checked attendance. Slept Camp site.

Friday 28th February, 1969

Walked along the Kumberes - Winyi inspecting work and checking attendance. Heard disputes on the road. Slept camp site.

Saturday 1st March, 1969

Supervised work on a certain difficult section of the Kumberes - Winyi road, drove to station in the afternoon. Attended to station work. Slept Trambe Mae.

Sunday 2nd March, 1969

Prepared rations for the prisoners working on the new road site, clearing slides. Slept Trambe Mae.

Monday 3rd March, 1969

Drove to Winyi, then walked to camp site. Inspected work and fixed a level. Heard disputes for the rest of the day. Slept camp site.

Tuesday 4th March, 1969

Supervised work on the new section. Some of machines are tending to fill rather than cut. Inspected work on the Aid-post at Yarramanda. Slept camp site.

Wednesday 5th March, 1969

Three lines completed their marks today. After examining the work I gave them leave. Supervised work on a difficult corner. Collected some materials for the Aid-posts. There is one more Aid-post to be built at Juguna. Slept camp site.

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Thursday 6th February, 1969

Inspected work of the station prisoners on the road site. Supervised work on the new section ensuring that over head drains were dug. Heard some disputes. Slept camp site.

Friday 7th March, 1969

Walked along the Kumberes - Winyi road inspecting work and checking attendance. Drove into the station in the late afternoon.

Saturday 8th March, 1969

Drove to Mount Hagen to attend to some council matters. Slept Mount Hagen.

Sunday 9th March, 1969

Generally observed.

Monday 10th March, 1969

Drove to Winyi inspecting work on the road. Walked from Winyi to the camp site. Inspected work on the new road. Work is almost completed. Heard some disputes, then later examined work on the Aid-post at Yarramanda. Slept camp site.

Tuesday 11th March, 1969

Heavy rain which fell during the night has caused some slide on the last section of road completed last year. One line completed its mark today. A fairly substantial earthquake was felt about 1400 hours. After releasing the line which had just finished its mark, I supervised work on the corner nearest the river. Slept camp site.

Wednesday 12th March, 1969

Torrential rains fell during the night and with added effect of the earthquake, landslides were rare. I walked along the road examining the damage. Only a few small slides had occurred on the new section. I checked with the Mission and was informed that five inches of rain had fallen during the night. Slept camp site.

Thursday 13th March, 1969

The remaining lines finished their marks today, after clearing all the slides in their mark. Inspected work on the Aid-post at Yarramanda. Heard some disputes in the afternoon. Slept camp site.

Friday 14th March, 1969

Broke camp and walked back to the station. Walking time: 4 1/2 hours.

Saturday 15th March, 1969

Attended to station duties. Slept Tranbe Hae.

Sunday 16th March, 1969

Generally observed.

Monday 17th March, 1969

Departed station 0945 hours with Mr. Crinckshank to commence a census patrol on the census area of Lumis, Piayapas and Wekerap. Inspected the new completed road. Arrived Lumis 1700 hours. Slept Lumis rest-house.

Tuesday 18th March, 1969

Commenced census taking at Lumis rest-house. Visited the Baptist Mission for the evening meal. Worked on the new forest with Mr. Crinckshank until 2320 hours. Slept Lumis rest-house.

Tuesday 19th March, 1969

Completed the census at Lumis and then wrote up into the new format until 2310 hours. Slept Lumis rest-house.

Thursday 20th March, 1969

Walking time : - hours.

Walked from Lumis to Pinyapas, took census until 1530 hours then worked until 2330 hours writing up the new format. Slept Pinyapas rest-house.

Friday 21st March, 1969

Completed the census for Pinyapas and then wrote up into the new format until 1800 hours. Attended Baptist Mission for the evening meal. Returned 2100 hours worked until 2310 hours. Slept Pinyapas rest-house.

Saturday 22nd March, 1969

Worked all day transferring census figures to the new format. Worked until 2345 hours. Slept Pinyapas rest-house.

Sunday 23rd March, 1969

Worked until 1500 hours on census figures, transferring to the new format. Slept Pinyapas rest-house.

Monday 24th March, 1969

Walking time : 2.1/2 hours.

Walked to Nekerap rest-house. On arrival both Mr. Orincksen and myself commenced census taking. Completed census taking by 1540 hours worked until 2130 hours writing up into the new format. Slept Nekerap rest-house.

Tuesday 25th March, 1969

Worked all day on transferring census figures to the new format. Slept Nekerap rest-house.

Wednesday 26th March, 1969

Courts and disputes were settled and all the census work compiled. Slept Nekerap rest-house.

Thursday 27th March, 1969

Walking time 5.1/2 hours

Walked from Nekerap rest-house to Kulisp. Met the council lawyer and returned to station. Slept Trambe Mae. End census patrol.

Friday 28th March, 1969

Attended council meeting and prepared to go back out on the road patrol. Slept Trambe Mae.

Saturday 29th March, 1969

Drove into Mount Hagen to collect police uniforms and witness in a court case. Returned to station that afternoon. Slept Trambe Mae.

Sunday 30th March, 1969

Generally observed.

Monday 31st March, 1969

Drove to Laga, organised timber for a bridge into the cooperative, then walked to camp site at Kobroo near the last completed section of road. Slept camp site.

(A)

Tuesday 1st April, 1969

Five groups were working on slides on the last section completed. The Nererap groups have not yet shown. Supervised clearing and heard a few disputes. Slept camp site.

Wednesday 2nd April, 1969

Fixed levels to repair a corner badly damaged, near the base of the Lanis gorge, by heavy rain. Heard disputes in the afternoon. Slept camp site.

Thursday 3rd April, 1969

Walked back to the station via the new up-graded Winyi - Kumberes road. Released the last group. The road is now ready for stoning. Slept Trambe Mae.

Friday 4th April to Tuesday 8th April, 1969

Easter break observed.

Thursday 10th April, 1969

Drove to Laga completed negotiations for timber for the co-operative bridge. Inspected and checked attendance on the clearing of the last section completed. Returned to the station. Slept Trambe Mae.

Friday 11th April, 1969

Walking time : 4 hours.
Walked to Kimerip rest-house. Commenced census immediately. After census heard some disputes. Slept Riorip rest-house.

Saturday 12th April, 1969

Walking time : 4 hours.
Returned to station in the morning, attended to station duties and heard a few disputes. Slept Trambe Mae.

Sunday 13th April, 1969

Generally observed.

Monday 14th April, 1969

Walking time : 5 hours.
Walked from station to the camp site at Kalros. Inspected work on clearing and repairs. Slept camp site.

Tuesday 15th April, 1969

Put in the levels and marks for the new section of work. Slept camp site.

Wednesday 16th April, 1969

Completed the levels and marks for the new section then walked to Lumis Baptist Mission to investigate reported theft. Slept camp site.

Thursday 17th April, 1969

Supervised work on the new section and the repairs to the old. Slept camp site.

Friday 18th April, 1969

Walking time : 4 hours
Heard disputes in the morning then walked through to the station. Slept Trambe Mae.

Saturday 19th April, 1969

Attended to station duties. Commenced writing of patrol report. Slept Trambe Mae.

(4)

Sunday 20th April, 1969
Generally observ-d.

Monday 21st April, 1969
Drove to Laga. Walked to camp site. Supervised work on the new section. Slept camp site.

Tuesday 22nd April, 1969
Supervised work on the new section and settled a few disputes. Slept camp site.

Wednesday 23rd April, 1969
Settled a land dispute in the morning then inspected work on the new section. Slept camp site.

Thursday 24th April, 1969
Walked to Tupaigama to examine the work on the aid-post. Then walked to Laga, set the car and returned to the station. Slept Kraske Mae.

Friday 25th April to Sunday 27th April, 1969
Anzac weekend observed.

Monday 28th April, 1969
Returned to camp site at Kobras, heard a dispute and then inspected work. Slept camp site.

Tuesday 29th April, 1969
Heard a dispute in the morning, then walked to Iugusa and laid the levels for the last aid-post in the area. Slept camp site.

Wednesday 30th April, 1969
Supervised work on the new section during the morning then walked to Lumis to investigate some trouble. Returned to camp late that night. Slept camp site.

Thursday 1st May, 1969
Checked the last section of work on the Kumberes - Winyd upgrading. The whole section is now ready for stoning. Supervised work on the new section. Slept camp site.

Friday 2nd May, 1969
Supervised work in the morning, heard disputes in the afternoon. Received message that I was to report to Mount Haged for a temporary transfer to -aliba, S.H.D. Packed all patrol gear and moved to station.

END OF DIARY.

(B) Situation Report

Special Report

(1) Political

(a) Local Government

The Local Government Council has definitely played an important part in stabilising the area. The Council tends to consolidate the large groups and work for community development can be effectively allotted under the leadership of individual Councillors. Many people attend the monthly meetings at the Patrol Post and from these meetings gain a perspective and see local Government in action. Although the Council at Saiyer River is very new, it has already established itself in the area as an efficient acting political body.

There has however, been a stagnating influence in so much as the Council does not possess land to build a Council House or accommodation for the clerk. This stagnating is brought about by the recurring raising of the problem during meetings, when there are many other matters on the agenda. The major problem being the unsettled condition between D.D.A. and D.A.S.F. This does not however, dull the apparent good works already undertaken, but tends to demoralize the Councillors and slow future works programs.

I feel that the matter should be settled one way or the other as quickly as possible and a Council House constructed on a Council property as a monumental symbol of its existence. While Mr. St. George was in attendance as a Councillor, his very presence seemed to inspire an argument over the land. During the meetings I have attended the discussions, sometimes extremely heated, have occupied over ninety percent of the meeting times. This prevented most of the agenda for each meeting, being presented to the Council, discussed or voted upon. If this is to have any overall effect on the impressions of the people, it will most certainly tend to dissolve some of their ideas on the infallibility of the Government, in being unable to solve such a simple problem and tend to the disillusionment of the people towards the importance of Local Government Councils. I feel that even establishing the Council centre away from the Patrol Post would be better than to continue to degrade the council which most seem apparent to both councillors and people alike. The council at present has decided to support the ideas of road constructions in the area, as the most effective form of community development. The road will open up the area assist in the administration of law and order, encourage cash cropping, thus raising the general financial state of the people and establishing a stable economy. The roads cannot help but have an overall and beneficial effect.

(b) Local Government Councillors

Most of the Councillors are fairly young men, with little or no experience as leader of such status. A status which is crumbling, because of a ridiculous situation which exists between D.D.A. and D.A.S.F. However, the people seem to show them their due respect. The Councillors' directions are generally followed to the fullest and there is apparent respect for their councillorial verdicts. The Councillors as a whole, amalgamate into a fairly clear thinking group with quite a few striking individuals, who establish themselves as definite leaders and honourable orators.

There are twenty-five Councillors in the Saiyer River council. Mr. St. George the only European Councillor tendered his resignation at the April monthly meeting during a heated discussion over the land problem. During ~~the meeting~~ his presence may could not consolidate ideas on the land problem and the site for the Council House. There are seven Councillors for the three wards of the Lumis, Pinyapas and Wekerap and another nine for the wards between Kumberes and Lumis. This comprises

over half of the Council, and it would be apparent that in their opinion a Council house closer to Lams would be more beneficial. However, only a quarter of the Council see things this way. I feel that the Councillors cannot be expected to produce their best, because of the demoralizing situation of being a member of a Governing political body and holding meetings on whatever grass plot is available and the roof leaks terribly.

House of Assembly Member

Mr. Traikva, the member for the House of Assembly is now in Sydney with the aim of expanding his political knowledge and furthering his studies especially in English. As his direct responsibility is to politically educate the people he represents, this trip will certainly equip him with the potential knowledge, to carry out his responsibility to the fullest. I have not had a great deal to do with him, but from conversations with Baptist Missionaries at Lams, whom he visits, he is apparently performing his duties commendably. I have however, only seen him at one Council meeting. I feel that these meetings are an important part of establishing the people for self determination and he being the noticable head, should know fully of all developments.

Native Attitudes

It is apparent that the people realize, that with the presence of the Administration, law and order tends to prevail. On arrival at the rest-house at Iarrasanda, I was pleased to discover how readily the people brought problems to me for aid. I gained much pleasure in being able to establish good relationships through my help in straightening certain matters. I was also able to learn that their opinion of the Administration is exceedingly favourable.

All the groups in this general area are very keen to have a Patrol Post or a form of Administration base camp with an Officer permanently established, in or about the area preferably Lams.

Until now the people of this area have been somewhat neglected. This was not good policy, especially in an area with a population of five thousand, one third of the entire population of the census division of Baiyer River. This situation existed because of the lack of accessibility, and little could be achieved without a road.

Most of the people have an exceptional degree of realization of the actual aid that the Administration has give them. Although most of the people do not have even half a picture of Government and Politics they are nevertheless very strong in their convictions concerning Independence. Most realize that the early introduction of Independence could only be detrimental to themselves and the Highlanders as a whole. All of the people I have spoken with, many being Councillors and committee members, are strong in their convictions, that they are most certainly not prepared for Independence. When they have attained an equal footing with the Coastal people, that is when their grand children reach maturity, then they will be prepared to consider it. This means that they want to be educated, snugly financially settled and fully understand the workings of self-government. It is a pity that their desires will not be fully attained, at least, not without such effort on their part.

Social

Missions

The Baptist Mission has the entire monopoly on the people of the Baiyer River census division. It provides quite fully for the people spiritually, medically and educationally. The people except the Missionaries for the type of people they are, as in any institution especially religious. Generally they are accepted and they are most definitely grateful for the benefits which they provide.

The Mission works from the central point at Kumbere. Also there is a well established hospital here with a missionary European doctor. There is a fairly large medical centre at Lumis, with others established at Biavi and Mnyapas. They also have two satisfactory airstrips, one at Kumbere and the other at Lumis. There are also primary schools with European, lay missionary teachers established at Kumbere, Mnyai, Lumis and Mnyapas.

As far as the religious influence aspect, I feel that some except the teaching is blind with while others either attend church for prestige or ignore their own. The only people who seem to have any real grudges are the big men with more than one wife. Apparently they are old that "frying will be on the pan after death" for such disregard of religion.

Co-operative

The Co-operative is managed by Mr. D. Moore. It processes coffee, has a mill and operates a general market. This as a whole offers the people a very easy and accessible means of selling their coffee and vegetables. Mr. Moore had earlier been attached to the Mission, but had left to take over the program with the Co-operative. However, his presence presents the erroneous conclusion, that it is a mission concern rather than its true nature. Because of this the people will tend to sell to other private coffee buyers when offered higher prices. Certainly a program to enlighten the people of its true function should be drawn up and quickly undertaken. Until they realize the significant benefit of dealing solely with the co-operative, they will continue to sell to other competitive buyers and other co-operatives have failed for similar reasons. Naturally enough the cause of this instruction falls on the shoulders of the Co-operative directors and members. The continual loss which they may sustain is through their own negligence. Also many of the members are Councillors who already have quite an influence on the people.

D.A.S.F. (The Department of Agriculture, Stock and Fisheries)

This Department has also a significant bearing on the lives and future of many of the people in the general area. Many an entrepreneur have started cattle projects and plans have been discussed to combine with the co-operative to establish model farms in all the main areas. One has already been started on the Lumis plateau. If these farms are successful, they will certainly aid the financial progress of the area. Both have shown considerable interest in the road through to Lumis, as it will be all that much easier to transport the cattle. This knowledge became an added incentive for the people working on the actual construction.

The entire area of the Baiyer River flat area valley is owned by the D.A.S.F. and cattle graze over most of it. However it is not thought of as a government concern by the people. It is rather referred to as the St. George property.

(iii) Miscellaneous

The most outstanding aspect of the work so far, is the enthusiasm shown by all the groups involved in the work. This includes the groups working on both the construction of the new section and the upgrading of the existing road between Kumberes and Winyi. In comparison to the Jini Road, this one offers conspicuous advantages. They all seem to realize that a road into their area will ensure a new life. It will open their area, help to raise their economy through trade and business and inspire cash cropping. They look to the road as a "surething" investment which could not help but pay dividends. I feel that this favourable attitude is a direct product from the work done on the Jini road. Earlier they had been content to believe, that on account of the ruggedness of their country, their area would be impenetrable to a vehicular road. However the Jini road, with construction through difficult terrain, closely akin to their own, has shown them what can be accomplished. When they had realized that a road could be negotiated into their area, enthusiasm was overwhelming. They begged for the road to be surveyed and marked, so that they could commence immediate construction.

Naturally though the concentration of enthusiasm depends directly on the degree of advantages to each group. There are seven groups from three major wards: Lavis, Pinyapas and Nekerap, working on the actual construction. As the road is destined for Lavis, it is this ward that has shown the most enthusiasm. The other two wards to a lesser extent. This should improve when the road reaches Lavis and extensions to Pinyapas and Nekerap are undertaken. The people from both wards are keen to have the road into their area. The people of the Yarramanda and Typiagana wards, are also keen to have a road put through and to Typiagana. This would be a good idea, but should not be undertaken until this existing project is completed. The greatest difficulty is to get the young men to front at their marks. However once on the site, the work has progressed at an outstanding rate. Obstacles such as stone and the bridging of the Lavis river may cause delay in its completion.

Road Construction.

Incentive : I feel that incentive is important in construction of a new road, because it established the necessity for the road and thus the resultant quality. The incentive must be a full realization of the advantages. If the advantages are overwhelming, then it would be reasonable to assume that the degree of quality of the road would be directly proportional to the number of advantages to be gained. The quality of a road is founded in its construction.

A road should be surveyed with the idea of achieving the general aims of the road and built accordingly. This particular road will act as access to a fairly heavily populated area and as a result ensure better control. It is also looked at as a possible new route from Mount Hagen to Wabag, via Wapenamanda.

Existing road : There has been, for quite some time an existing track from Kumberes to Winyi. It has been, on most occasions, just negotiable by vehicles in good condition. Some of the gradients on it had exceeded ten degrees : the total distance being approximately eight miles. Nine groups under nine Councillors have been working steadily on it, in an attempt to upgrade it from the commencing date of this patrol. Up until now, quite a substantial amount of work has been achieved - with the road looking quite good, even impressive. The laying of stone and sand, will be essential but on its completion should produce a road as easily comparable to the existing road from Mount Hagen to Baiyer River Patrol Post. Many of the levels have been cut down, the road has been widened considerably with good drainage. As soon as the work is completed, the laying of stone and sand should commence immediately.

3

New Section: The new section just completed, covers a distance of just under two miles. It has been cut into the Laris Gorge, representing difficult and tricky work. The completed section is a credit to the people concerned. As mentioned earlier seven groups have worked on this section, with incredible speed, considering the obstacles and terrain. This section was constructed under my supervision, with the idea in mind of a future highway to Wapenamanda. Therefore, the road is fairly wide with well constructed drainage ditches, both beside and above the road. This proved to be a life-saver, when almost completion heavy rains accompanying an earthquake, caused many bad slides on the other sections. The particular week concerned produced over nine inches of rain:

| | | | |
|-----------|-----------|-----|--------|
| 10/3/1969 | Monday | 54 | points |
| 11/3/1969 | Tuesday | 124 | " |
| 12/3/1969 | Wednesday | 480 | " |
| 13/3/1969 | Thursday | 40 | " |
| 14/3/1969 | Friday | 64 | " |
| 15/3/1969 | Saturday | 140 | " |

The repairs to the slides caused about two weeks' delay.

The road is now completed to the Lania and work has started on the other side. It is situated at possibly the only reasonable bridge site for miles either way. However, it does offer a formidable problem, as a Bailey bridge is essential to span the eighty-foot gap, with an equally distant drop to the water.


Although the group have shown tremendous ability to defeat large obstacles, there still remains some large stones, too big to be removed by sheer strength of numbers. These will most definitely require blasting to complete the already commendable work finished up to date.

Aid post:

As a part of the Council's move in community development, a sum of \$1,500.00 was allocated for three permanent material aid posts, to be constructed at Yarramanda, Jugana and Typaigama. Four carpenters were hired for the job; two have been almost completely completed at Yarramanda and Typaigama. I have only just put in the levels for the laying of the cement floor at Jugana. These aid posts must certainly help in the raising of the standards of the medical care in the areas.

Summary:

I feel that the general attitude towards the road is very favourable. The people are beginning to realize that to progress, they must work. Also that the people have reached a point where they will work willingly on any project which will apparently benefit them.



(C.R. PHILLIMORE)

CADNET PATROL OFFICER.

(2)

TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT NUMBER 7 OF BAIYNE RIVER 1968/69

APPENDIX "A"

REPORT ON ROYAL PAPUA AND NEW GUINEA CONSTABULARY MEMBERS ACCOMPANYING
PATROL

| | | |
|-----------------|--------------------|-------------------------|
| CONST. 1/C WIK | <u>Conduct</u> | Excellent/ |
| | <u>Performance</u> | Very efficient. |
| | <u>Enthusiasm</u> | Good. |
| CONST. KOMBORAN | <u>Conduct</u> | Excellent. |
| | <u>Performance</u> | Efficient, great asset. |
| | <u>Enthusiasm</u> | Striking. |

Const. 1/C WIK and Const. KOMBORAN accompanied us during the entire period. Both are extremely intelligent, keen and practically faultless in their work.

| | | |
|-------------------|--------------------|-------------|
| CONST. 1/C LINDEN | <u>Conduct</u> | Very good. |
| | <u>Performance</u> | Very good. |
| | <u>Enthusiasm</u> | Good. |
| CONST. TIGINAI | <u>Conduct</u> | Good. |
| | <u>Performance</u> | Fair. |
| | <u>Enthusiasm</u> | Noticeable. |


C. E. MILLARD
Officer, R.F.S.G.C.

