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PATROL REPORTS

DISTRICT: S / HIGHLANDS

STATION: KOROBA

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Papua New Guinea Patrol Reports

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PATROL REPORTS SOUTHERN HIGHLANDS DISTRICT 1956/57

KOROBA

<u>Patrol No.</u>	<u>Officer Conducting Patrol.</u>	<u>Area Patrolled.</u>
1-56/57	N.J.Grant	KOROBA to Tagari River
2-56/57	N.J.Grant	Hedamare-Koroba, Hedamare-Tani, Mogorofugwa and Lavani
3-56/57	N.J.Grant	KOROBA to Tagari River
4-56/57	N.J.Grant	Hedamare, Tagarbor, Puranie, Hoyamu and Heima
5-56/57	N.J.Grant	Koroba-Tagari R., Heima, Humberu & Muri, and Mogrofugwa
6-56/57	N.J.Grant	Koroba-Tagari R. and Faru Valley
7-56/57	N.J.Grant	Koroba-Tagari River
8-56/57	J.P.Sinclair	North-west DUNA Territory
9-56/57	R.C.Browne	Koroba-Tagari River

SOUTHERN HIGHLANDS DISTRICT

DUNA SUB-DISTRICT

PATROL REPORTS: 1956/57



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of.....Southern Highlands..... Report No.....Duns Nol of 1956/57.....

Patrol Conducted by.....H. J. Grant, P.O.....

Area Patrolled.....Koroba to Tegari river.....

Patrol Accompanied by Europeans.....Nil.....

Natives.....6 members R.P. & N.G.C.
1 interpreter.

Duration—From.....1/8/1956.....to.....1/9/1956.....

Number of Days.....12 spent on patrol.....

Did Medical Assistant Accompany?.....No.....

Last Patrol to Area by—District Services.....25/7/1956.....

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

Map Reference.....See Duns patrol report No4 of 1955/56.....

Objects of Patrol.....1. General Administration. 2. Supervision of road construction. 3. Build a store at Tegari river.....

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

20/ 9/1956

[Handwritten Signature]
District Commissioner

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

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

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

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

Territory of Papua and New Guinea.

RRC:MG.

26/9/56 ✓

File No. 30/1 - 270.

District Office,
Southern Highlands District,
MENDI.

21st September, 1956.

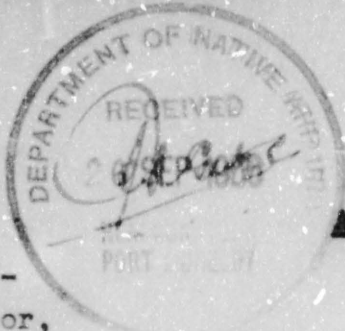
Officer-in-Charge,
Dona Sub/District,
KOROBA.

P/R. Dona No.1 - 56/57.

Receipt of this report is acknowledged.

2. I am very pleased with the progress you have made on your roadwork and am confident that this progress is mainly due to the constant supervision and close attention you are giving to the task.

3. I would like you to keep on as you have been doing, that is concentrating on roadwork and moving amongst the people between Koroba and Tekari. It is not necessary for you to patrol to the west of Koroba, at least until you gain the assistance of another officer. Consolidation of influence in the area through which the road passes is of paramount importance.



B
(Robt.R. Cole)
Acting District Commissioner.

Minute to:-

The Director,
Department of Native Affairs,
PORT MORESBY.

Two copies of the report and Camping Allowance Claim herewith.

P/A
A10

[Handwritten Signature]
(Robt.R. Cole)
Acting District Commissioner.

TERRITORY OF PAPUA AND NEW GUINEA

File 3071,
Sub-district Office,
Koroba.
4th September, 1956.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA KOROKA PATROL REPORT No.1 .1956/57.

Officer Conducting Patrol: N.J. Grant. P.O.

Area Patrolled: Section between Tegari river
and Koroba.

Objects of Patrol:
1. General administration.
2. Supervision of road construction
3. Build a store at Tegari river.

Duration:
17th to 19th August, 1956. 3 days
and 25th August to 9 days
1st September, 1956 total 12 days

Personnel Accompanying:

European.	Nil.	
Members R.P. & N.G.C.	No. 1671 L/Cpl.	Ieutu-Arari
	No. 9160 Const.	Nawa
	No. 8972 "	Kauka
	No. 8847 "	Subub
	No. 7629 "	Numbo
	No. 7866 "	Maliogun

Map: Refer Koroba Patrol Report No.4
of 1955/56.



*Routine patrol calling for no particular
comment. Pleasing to see the progress
being made on this road & the con-
solidation of influence in the area.*

[Signature]
3/10.

INTRODUCTION:

The main difficulties in completing the Tari - Koroba road appear to be in the section from the Tegari river up and over the Hedamare ridges. These difficulties are not solely in the terrain to be crossed nor in the fact that most of this difficult area has little or no population, but also in the unco-operative spirit that these people were beginning to adopt.

The section from the Tegari river to the Poyabie creek is the concern of the Tagarbor group most of whom live further south on the banks of the Tegari river. From this creek, over the Hedamare ridges and down to Pogunda territory, is the work of the Kokomo group. Until this patrol, we had had little contact with the Tagarbor line. The Kokomo headman, Kando, acted as headman for that small Tagarbor group who live around the Tegari bridge site and these were accustomed to work with his line i.e. whenever there was European supervision. Also, it was rumoured that this group was contemplating leaving their homes and going further south until the road had been built. Moreover all professed an unwillingness to cross the ridges again at Tambugwa as they maintained they had almost finished the road through Hedamare and over the ridge there, while the Kokomos were mumbling about having to tackle Tambugwa alone.

The result was that while I was on the job, about thirty men would follow my pegs. Just as soon as I left the area, all pegs were pulled out and spasmodic work resumed on the old impossible section.

Hence it became apparent that another patrol was needed to this area. That we required a store built at the Tegari river was another object of the patrol.

Now whenever the Tari landrover goes to the Tegari river, stores can be left there. As soon as sufficient accumulate, the transport from there to Koroba can be arranged.

.....

DIARY :

Friday, 17th August, 1956

Departed for Hedamare. In afternoon, make a unsuccessful attempt to peg the road over the Hedamare ridge by following the native track.

Spent night at Hedamare rest house where adequate food purchased.

Saturday, 18th.
morning

Spent/supervising road work at Tegari river. Returned Hedamare where made other attempts to find way over this ridge.

Food again purchased.

Sunday, 19th

At Tegari river where met The District Commissioner, Mr. R. R. Cole, and party (9.15 am). Returned Koroba.

20th to 23rd August

At Koroba.

Friday, 24th August

Reached Tegari river (5220 ft.) at 12.30 pm and camp made (5430 ft.). Food purchased.

Saturday, 25th

Some police and carriers began to build store. Road work supervision. Discussion with local people. Surveyed road route from Korkali hill (5470 ft.) down and over Poyabie creek, along Poyabie ridge to Edaebo lagoon (5400 ft.). No food brought.

DIARY (Cont.)

4

Harbertalu and Pugarapa to rejoin Tagerbor ground at Tonda and Tegari River. No other route evident.

Food purchased.
35 Tagerbor
25 Kokomo

Saturday, 1st September.

Spent morning supervising roadwork.

40 Tagerbor
25 Kokomo
30 Hedamare reported for work.

Left camp at 11 a.m. with cargo ex Tari and proceeded Koroba (4.50 p.m.)

.....
NATIVE AFFAIRS.

The uncoöperative tendency at first present in this Tegari area has now almost disappeared.

All are reconciled to the road crossing the ridge at Tambugwa and it seems reasonable to assume that even while we are here at Koroba work on that section will still continue.

During our visit to the southern portion of the Tagerbor territory we were able to contact two headmen; one an elderly man, Warabar, and the other the young fight leader, Eriebu. Up until this time, all had maintained that the Tagerbors had no headman.

Both of these, although they and most of the Tagerbor line live about two hours to the south of the road site, have proved most helpful. As yet, however, we have not been able to persuade them to build road camps which would save them much time getting to and from work.

The Hedamare group, now that very little of the road will be on their ground, have ~~have~~ consented to help the Kokomo section, and have started work near Edaebo Lagoon.

The incident between the Hedamare headman and a Tagerbor man was over a moga payment. These people are most impetuous. Blows were struck, and crowds were charging around in real pantomime fashion.

We were able to avert an incident, and now that the moga has been settled, both sides declare that they are satisfied.

Two other disputes were referred to the patrol, but the parties concerned were able to come to an agreement without my intervention. This, I believe, was a good thing, as these people are very new yet, and have a perverted view of our ideas of justice.

The Arua - Tagerbor pig stealing episode was referred to the patrol, and these people, also, came to a mutually acceptable agreement.

.....
ROADS.

Since 25th July very little road work had been done on the Koroba side of the Tegari River. The road route had followed my pags only roughly, and from the river itself, instead of following a gradual slope up the banks, had taken the easiest way over the top. This section has been repegged and recut now, and, although the slope is still a little steep, an easier grade may be obtained by building the smaller bridge (at the bottom of this slope) on piles, and filling in its southern approaches.

ROADS (CONT.)

Now that a definite start has been made, and more men are appearing for work, three different sections of this Tegari - Tambugwa area are being built. The Tagarbor - Lurline group have the section bordering the Tegari River, the Kokomo group the area above Poyabie Creek, and the Hedamare line the section around Edaebo Lagoon (5400 feet)

From here the route climbs steeply to Tumberbaroo ridge (5670 feet) and falls to 5550 feet before climbing to Tambugwa (6000 feet).

.....

CONCLUSION.

Those groups closer to Koroba station are making remarkable progress on their section of the road, mainly because we are able to give them almost constant supervision and encouragement.

The Tegari - Hedamare section, where we are now encountering some difficulties, (and when the road begins to ascend the ridge we can expect more) will now be given much more attention, and it is my intention to spend as much time as I can in this area.

N. J. Grant
N. J. Grant P. C.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of.....SOUTHERN HIGHLANDS..... Report No.....DUNA No2 1956/57.....

Patrol Conducted by.....N.J. Grant, P.O.....

Area Patrolled 1. Hedamare-Karoba. 2. Hedamare-Tani. 3. Mozorofugwa and Lavani.

Patrol Accompanied by Europeans.....M. Lang, P.O. from 29th Sept., 1956
R. Browne, C.P.O. Part.

Natives.....Section 1.....6 R.P. & N.G.C. 2. 11 members.
3. 7 members.

Duration—From...12/...9./1956...to...23/10.../1956...

Number of Days.....37 days on patrol.....

Did Medical Assistant Accompany?.....No.....

Last Patrol to Area by—District Services...../...../19.....
Medical/...../19.....
No. 1 August, 1956.
No. 2 August, 1956.
No. 3 Part August, 1956.

Map Reference.....Refer N.W. Tari Patrol No1, 1955/56 and Duna No4 1955/56.

Objects of Patrol 1. General Administration. 2. Supervision of Road Const-
ruction. 3. Investigation of Tribal fighting.

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

4/11/1953

W. J. Grant
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 £.....

NA.30-18-43

11th December, 1956.

The District Commissioner,
Southern Highlands District,
Mendi.

Duna Patrol Report No.2 of 1956-57.

Receipt is acknowledged of the abovementioned patrol report and your memorandum 30/1-480 of the 4th December, 1956, commenting thereon.

2. The action which has been taken in handling this difficult situation is endorsed, and I would be pleased if you would inform the officers concerned that the difficulties of Native Administration and communication being encountered by them are fully appreciated at this Headquarters.

3. I agree that a "prudent" approach is essential in the present circumstances as it is evident that patience and tact are essential if good relations with and amongst these people are to be firmly established.

A. A. Roberts

(A.A. Roberts)
Director

PA

Territory of Papua and New Guinea.

DJC:MB.

File Nos 30/1 - 480.

District Office,
Southern Highlands District,
MEUTI.

4th December, 1956.

The Assistant District Officer,
Sub-District Office,
Duna Sub-District,
KOROKA.

Duna Patrol Report No.2. of 1956-57.

Your report of the above Patrol has come to hand.
Thank you.

Obviously these people are still a long way from being controlled and before we can claim that they appreciate our aims and policies. The attack on Constable Vendari is a very good example of just what these people are like. Normally unless he is worked up to a high pitch a native would not dare tackle a policeman as did these people. Your action here was prompt and should have a good effect.

The Tani incident was extremely unfortunate but the police constable acted quite correctly in moving the carriers to higher ground in the interests of their safety. The coroner's finding was lawful homicide.

Your report was most interesting and points a picture of the hard work that lies ahead of you. Patience and tact of a high order are required of you and your personality will be tried to its utmost as you progressively bring these people to an understanding and appreciation of our aims and policies.

D.J. Clancy
(D.J. Clancy)
Acting District Commissioner.

Minute to:-

The Director,
Department of Native Affairs,
PORT MORESBY.

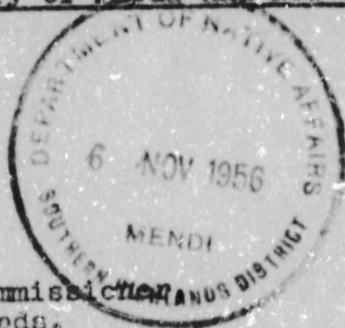
Please find enclosed 2 copies of the above report and contingencies for Camping Allowance for messrs Grant, Lang and Browne.

I have already reported to you on the Tani incident and I have requested the coroner to forward you a copy of the depositions and his finding which was "lawful homicide". I have posted Mr. Browne C.P.O. to Koroka and have instructed Mr. Grant that I do not want any more solo patrols in this area especially on patrols of this nature.

The situation in the Tani area is now back to normal and WOLA have been arranged for all those killed in the fighting. The Tani has been a thorn in the side of the Administration ever since the opening of Tari station (see Tari P/R.1 of 1952). They are a large belligerent group and were involved in an incident in which a constable of Police was killed in 1952. I expect this incident will have a salutary effect on the Tani.

D.J. Clancy
(D.J. Clancy)
Acting District Commissioner.

Territory of Papua and New Guinea



File 30/1
Sub-district Office,
Koroba.
26th October, 1956.

The District Commissioner
Southern Highlands,
Mendi.

DUNA PATROL REPORT No2 1956/57.

This report in triplicate is forwarded together with relevant camping allowance claims by Messrs Lang, Browne and Grant.

Mr. Lang's claim in respect of Duna Patrol No4 1955/56 is also included. His transfer to Tari before this patrol was completed resulted in his claim not coming to hand until now.

N.J. Grant

N.J. Grant, P.O.

O.I.C. Koroba.

TERRITORY OF PAPUA AND NEW GUINEA

File 30/1,
Sub-district Office,
Koroba.
26th October, 1956.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA PATROL REPORT No 2 1956/57

OFFICER CONDUCTING PATROL : N.J. Grant, P.O.

AREAS PATROLLED :
1. Hedamare - Koroba.
2. Hedamare - Tani.
3. Mogorofugwa and Lavani Valley.

OBJECTS OF PATROL :
1. General Administration.
2. Supervision of Road Construction.
3. Investigation of Tribal Fighting.

DURATION :
12th Sept. to 23rd Sept., 1956. 12 days
28th Sept. to 11th Oct., 1956. 14 days
13th Oct. to 23rd Oct., 1956. 11 days
Total 37 days

PERSONNEL ACCOMPANYING :
European

~~Kram~~ Mr. M. Lang P.O. from 29th Sept.
Mr. R. Browne C.P.O. from 6th to
11th and 19th to 23rd Oct., 1956.

Members R.P. & N.G.C.

No 2173 Const. Wariema
No 7629 " Numbo
No 6972 " Loman
No 7324 " Andaripa
No 8972 " Kauka
No 8471 " Yaput
This group from 12th Sept., 1956. to
~~23rd Sept.~~ 11th October, 1956.
No 8802 Const. Morua from 20th Sept.
to 11th October, 1956.

No 1671 L/Cpl. Ieutu
No 7686 Const. Iama
No 7629 " Numbo
No 7795 " Vendari
No 8876 " Ofoat
No 5311B " Pahun
This group from 13th to 23rd
October, 1956.

MAP.

Refer to those maps submitted
with North West Tari Patrol No 1
1955/56 and Duna Patrol No 4 of
1955/56.

.....

INTRODUCTION :-

Initially, this patrol started off as an attempt to completely peg the road from the Tagari river to Koroba. When this has been accomplished, the local people, although they will undoubtedly make mistakes and ignore and even change a good many of the pegs, can not do too much harm to the road route and it will be relatively easy to repair any of their minor ~~xi~~ breaches.

The fact that on the night of Tuesday, 11th Sept., 1956, Const. Andaripa who had been stationed at Hedamare reported that, as he was walking along the road after checking the stores in the Tagari river store, he was attacked with sticks by three Kokoma men made an investigation of this incident necessary.

Now that Koroba is established in its own right as a sub-district means that monthly returns, pay sheets, stores returns etc must be given attention - hence my return to the station for the last week of the month.

On my return (23rd Sept.), it was reported that a big inter-tribal fight had broken out in the Mogorofugwa area about 3-4 hours to the N.W. of Koroba. At the Wednesday's district radio schedule, after discussions with the District Commissioner and the A.D.O. Tari who also had a major fight in his area, it was decided that the Tari fight would ~~be~~ be given priority and that on the Friday, my patrol was to camp somewhere near the Tagari river so that, when -on the Saturday- the Tari patrol moved into the fight area, we would be able to station ourselves on the Peta-Humburu ^{road} and thus prevent the Peta people from escaping into the Paroo valley. More recent information, however, indicated that the Petas had ceased fighting and that the chief offenders now were the Tanis.

Because of the broken Tagari bridge and because our TRPL radio is en route Madang for repairs, this information did not reach me until almost too late. However, we hurried to our predetermined position and, notwithstanding our lateness, were able to capture four offenders. Unfortunately the patrol was attacked from behind a wooden barricade and one of the attackers killed. Details of this incident have been submitted by the A.D.C. Tari in a special report to the District Commissioner Mendi and full facts are contained in the Coroner Inquest.

The final stage of the patrol had to do with the Mogorofugwa fight. Although the Karua and Tileiya groups ~~is~~, the main participants in this fight, have had little contact with the Govt. and its laws, the fact that one man closely related to the Hedamare, Kobona and Parlu groups had been killed meant that we would have to interest ourselves actively in this fight. Details of this fight were reported to me on 23rd Oct. and headmen from Hedamare, Kobona and Parlu visited the station on the Monday to ask what we intended to do. These three groups are directly concerned with work on the Koroba - Tari road and much time has been spent with them so it was heartening to have them agree to go to Mogorofugwa just to view the body etc and then return. They reported back to the station on the Wednesday morning and in effect said "We shall attend to your work on the road, but see you look after our interests in this affair as our usual course would be to avenge this death and then seek compensation." They carried out their part of the bargain and, during the time we were in the Tani area, made good progress on the road.

INTRODUCTION (Cont.):-

When we came into the Mogorogugwa area (13th Oct.) a Hedamare, a Kobona and a Koroba headman accompanied us.

On the Sunday, after we had prepared the way, another Hedamare headman and ten men also came in to join the discussion.

The fact that a Tani man had been shot and some eight captured had a bearing on this fight as immediately news that we had left the Tani area and were returning to Koroba reached Mogorogugwa, hostilities ceased and the first overtures for a settlement were made.

However, the treacherous killing of a Karua - Kanimu woman by the Auwe line while an actual "moga" was being paid to Auwe, Kobona and Hedamare almost caused hostilities to break out again. The fact that they were already tired of fighting added to our being on the spot to offer an honourable alternative enabled us to avert another flare-up. Men were seizing arms and assembling in garden areas so for a short time things looked serious.

.....

DAILY:-

Wednesday, 12th September, 1956.

Departed Koroba at 9 am in company with Mr Speer.
Reached Tagari river at 12.30 pm. Here, land rover was waiting to take Mr. Speer to Tari. Made camp on a ridge just above Edaobo lagoon. Kokoma group, three of whom had attacked Const. Andaripa, appeared carrying eight pigs which they tended as compensation. After much talking, the three concerned came in and were tried in C.N.M. and sentenced to gaol at Tari. Anticipated demonstration was quickly quelled without incident.
Sufficient food brought to the patrol.
Rain had commenced at 2.45 pm.

Thursday, 13th.

Escorted prisoners to Tagari store to await mail rover from Tari. As mail plane did not come in, no rover arrived. Prisoners locked in store with guards posted.

Rain at 2.30 pm, but not before adequate food brought to patrol.

30 Tagarbor
25 Hedamare
25 Kokoma men at work.

Friday, 14th.

Again escorted prisoners to river, but due to heavy rain yesterday, the bridge had been washed away and the river current too strong to attempt to repair it. Hid prisoners at our former, now deserted, camp site and stationed four guards.

Plenty of food for the coming. Rain at 1.30pm.
35 Tagarbor
30 Kokoma men at work.

Saturday, 15th

As river down a little, able to cross it in Koroba canoe and secure floating bridge. Message sent to Tari and rover came out to take prisoners to gaol.

Went to Hedamare where interviewed headmen and people about their failure to report for roadwork yesterday and their reluctance to carry cargo. All agreed to be more co-operative in the future.

DAILY (Cont.):

Saturday, 15th Sept., 1956 (Cont.)

Surveyed and pegged road route from camp site (5410ft.)
to Tumberparoo ridge (5670 ft.).
Showers at 12.30 and rain from 3pm. Adequate food.

25 Tagarbor
25 Kokoma

Sunday, 16th.

Went to Arua and selected timber to be cut for the
construction of the Tagari bridge.
Sent a carrier line of locals to Koroba with rations.
Showers again at 12.30 and heavy rain from 3pm.
Adequate food.

30 Kokomas
15 Arua
35 Hedamare
Tagarbor carrying cargo.

Monday, 17th.

Police detailed for road construction and timber
cutting supervision. Self away at 7 am to attempt to
peg road over Hedamare ridge at a section known as Tambugwa.
Pegged road from Tumberparoo (5670 ft.) through 200
limestone studded yards, then up and over Tambugwa ridge
(6000 ft.) and halfway down Deebee ridge. This section
will prove most difficult.

Neither Arua or Hedamare had appeared for work.
No rain and plenty of food.

25 Tagarbor
25 Kokomas.

Tuesday, 18th.

Walked to Tagari store where collected all Koroba
cargo and carried it to Hedamare with Tagarbor and Kokoma
carriers. Here, 50 Hedamare carriers were sent, under
the charge of two police to Koroba.

Went to Arua to discuss their non-appearance at work.
Rain at 2.30pm. Plenty of food.

30 Tagarbor
25 Kokoma
8 Arua (Cutting timber)
50 Hedamare (Carrying cargo)

Wednesday, 19th.

Road supervision. No rain and adequate food.

25 Tagarbor
30 Kokoma
25 Arua (Cutting timber)
40 Hedamare

Thursday, 20th.

Broke camp at 7am and, after apportioning cargo to
different carriers, sent patrol ahead via Hedamare to make
camp at predetermined camp site the other side of the ridge.
Five police accompanied the patrol.

Self went over Tambugwa and began pegging road down
Deebee ridge. Going very difficult because of steep
slope and one outcropping of limestone. Continued
up valley to Evanda creek. At 5pm, reached camp at
Pilabali (5590 ft.). Plenty of food had been purchased.
Rain at 7pm.

DIARY (Cont.):-

Friday, 21st. Sept., 1956.

Pegged road from Evenda creek through Pilabali camp site to Huguifu which is the boundary between Hugu and Kobona territory. Thence went east in an attempt to do a preliminary survey. Difficulties. Went westerly up another valley. More difficulties. Returned to camp 6 pm. Heavy rain at 6pm. Plenty of food.

Saturday, 22nd.

Sent patrol ahead to make camp at Habera (5900 ft.). Pegged road as far as Habera by 2.30pm. Spent rest of day examining surrounding country. Not promising. Much food purchased. Rain at night.

Sunday, 23rd.

At 7 am, sent patrol ahead to Koroba. Self, having decided easiest way was to go over the Kobona ridges, pegged road to Asunaga river just below the Kobona store house. Followed Asunaga river to north thus skirting the balance of the Kobona ridges. Because of swamp and many lower corrugated ridges, not an easy route. Rain at 3 pm. Reached Koroba at 4pm.

24 to 27th Sept.

This time spent at station completing monthly returns pay sheets etc. Hedamare, Kobona, Muri, Koroba and Parlu people interviewed re Mogorofugwa fight.

Friday, 28th Sept., 1956.

Reached Hedamare where, following a report that one of the Peta killers was hiding in a bush house, made an unsuccessful raid. The wanted man had been at the house, but had returned to the fight area this morning. Made an inspection of the Tagari river bridge which had been washed away. Examined another bridge which was still serviceable. This bridge was just below Hedamare so camped there.

Saturday, 29th.

A message from A.D.O. Tari which should have reached us yesterday arrived at 7.45 am advising of changed arrangements. We now were to proceed to Tari and camp on a ridge behind the Tari aidpost and thus prevent the escape of any Tari men fleeing from the Tari patrol. We detoured and crossed the Tagari by the still scarcely serviceable bridge so did not arrive at the aid post until approx. 11.30am. For details of the attack and subsequent shooting, refer previously mentioned reports.

The local people brought food water and firewood to the patrol which camped at the scene of the attack. Mr Patrol Officer Lang and four Tari police joined the patrol.

Sunday, 30th.

Messrs Claridge (A.D.O. Tari) and Burchett (E.M.A. Tari) came out and Coroner's Inquest held. We had broken camp at 6am and moved down to near the Tari aid post.

DAILY (Cont.):-

Monday, October, 1st, 1956.

Remained at present camp with guards posted. A few men came to the camp to talk. Some food brought, but heavy rain at 1pm ruined what chance we had of getting more. Captured one man who was carrying a 12 foot spear along the road.

Tuesday, 2nd.

Posted guards at camp and took some carriers and four police to repair a small section of road near camp. Locals engaged in big initiation ceremony. However, 50 carried stones to fill in the pot holes and some 12 stayed to work. Both men and women brought adequate and more food to the patrol. One dispute, involving the ownership of pigs, referred to the patrol and amicably settled. Rain at 3.30 pm.

Wednesday, 3rd.

Carriers engaged on road repair work. Again some of the locals came to help. Plenty of food forthcoming. Showers began at 3.30pm and developed into rain at night.

Thursday, 4th.

Quiet day. More road repair work. Visit from A.D.O. Tari.

Friday, 5th.

Self accompanied Tari land rover, laden with Koroba supplies, to Tagari river store. Leaving patrol in charge of Mr Lang, returned to Tari to collect stores, motor bike, refrigerator etc. Radio conversation with District Commissioner at 4.30 pm. Spent night Tari.

Saturday, 6th.

Radio conversation with District Commissioner in am. Mr Cadet Patrol Officer R. Brown was to join the patrol and accompany it to Koroba. Brought refrigerator out to Tagari river and in company with Mr Brown, supervised its carriage to Hedamare where night spent. Mr. Lang returned to Tari. The police had bought very little food.

Sunday, 7th.

Sent a carrier line and cargo through to Koroba in the charge of two policemen. Supervision of road work near Edaebo lagoon. Hedamare. Carried balance of cargo from Tagari store to Hedamare. Plenty of food available.

Monday, 8th

Sent police and another carrier line to Koroba. With Mr Brown, went down to Tagari river to await arrival of Mr Lang, P.O. and Mr. T. Lumsden, roadmaster. With Mr Lumsden, inspected road route from Tagari river, up and over Tambugwa ridge, down Deebee ridge to Pogunda territory. Thence, followed present pegged road to join the Hedamare - Koroba native track at Pilabalie. Returned Hedamare. Plenty of food purchased.

DAIRY (Cont.):

Tuesday, 9th October, 1956

In company with Messrs. Lumsden, Lang and Brown spent day examining Hedamare ridge from Tambugwa to Hedamare in an attempt to find a better route.

Rain at 5 pm. Plenty of food purchased.

Wednesday, 10th

Left Hedamare at 8 am and followed ridge (northly) through Kupubie, Segunda, Tamago (Naggia gorge), Mindikina to join the present pegged road just north of the Kobona store.

Returned, following present pegged road, to Pilabali. Thence followed native track to Hedamare

4.30 pm.

Rain from 2.30 pm and plenty of food purchased.

Thursday, 11th

Patrol, under Messrs. Lang and Brown departed at 8 am with large carrier line to convey stores, Defender refrigerator and motor cycle to Koroba.

Self, after escorting Mr. Lumsden to Tagari river and land rover, reached Koroba at 4 pm. Rain from 12.30 pm.

Friday, 12th

Stores work. Prepared for ~~continuation~~ continuation of patrol.

Saturday, 13th

Mr. Brown was left in charge of the station.

In company with Mr. Lang, patrol got away at 9.30 am and walked to the west. We met first armed guards at Kanimo and, while passing through the fight area, contacted seven armed guards. Reached Toro camp site (5800ft.) at 12.50 pm and camped at our recently constructed rest house. Fifteen women and fifty men appeared with food and to talk.

No rain.

Sunday, 14th

Discussion with Kanimo men. Word sent to Karua line, but rain at 1.30 pm prevented their coming.

Another group of Hedamare men arrived to join in the talks.

Again, plenty of food brought.

Monday, 15th

About 60 Karua men came in with 24 pigs and 6 lengths of cowrie shell which they divided amongst Kobona, Hedamare, Harega and Auwe lines. The headmen of all concerned groups were present.

Plenty of food purchased and no rain.

Arrangements made to visit the Tileiya group the next day.

Tuesday, 16th

Word was brought that yesterday while the Karua men were at the camp paying the "moga", a group of three Auwe men and one Harega man went to Javani and killed a Kanimo woman who had married a Karua man. As a consequence, the Karua and Kanimo headmen were preparing to begin the fight again. At length, these men were persuaded to discard their weapons and come to the camp.

They, the dead woman's relatives, a police escort and myself set out to interview the Auwe and Harega lines.

Mr. Lang remained in charge of the camp.

We sat in many gardens calling out to these two lines to come and talk.

DIARY (Cont.)

Tuesday, 16th October, 1956.

These, however, for the most part remained hidden among the trees. By 2 pm, we were able to come to an agreement with 8 Auwe men that they would pay 27 pigs and some lengths of cowrie shell for the dead woman and that fighting would not breakout again.

Returned to camp at 4.30 pm.
No rain. Adequate food.

Wednesday, 17th

Self left camp at 9.30 am and reached Koroba at 11.45 am. Spoke to District Commissioner on bi-weekly radio schedule. Returned to camp in the afternoon, but, although 200 Kanimo and Karua men had assembled to watch the payment, no pigs arrived. Sent Puguraba, headman of Kamberi, whose influence extends here to hurry up the collecting of the pigs.

Plenty of food. Rain at night.

Thursday, 18th

Approx. 300 men and 150 women assembled. The Auwe and Harega groups brought 27 pigs and 6 lengths of cowrie shell and the "moga" was settled.

Again objects of Administration explained to the crowd and a ban put on fighting. A heap of fighting weapons was burnt and an arms demonstration given by shooting three pigs and shattering a wooden post.

Arranged for carriers to take patrol to Lavani to interview Tileiya group.

Sent two police to Koroba with a note to Mr. Browne.
Plenty of food. No rain.

Friday, 19th

Leaving Mr. Lang to break camp, self proceeded en route Koroba (5.45 am.) and escorted Mr. Browne to join patrol. Returned to camp at 9.30 am and patrol

departed for Lavani at 9.40 am via No2 road or the Wagiria (Puru) pass. On top of the main ridge Purwaria (8500 ft.) at 1.20 pm. Reached Nol Rest House at 3.15 pm. The height on the floor of the Lavani valley is 7200 ft..

Tileiya headman, Turugu, brought a band of Tileiya men to the camp to talk. No food available.
Rain at night.

Saturday, 20th

Mr. Brown, after his hard walk yesterday, was left in charge of the camp. Mr. Lang and myself proceeded to west of valley to Hevie where Tileiya was camped.

Here had discussion with Tileiya and Karua men. Firearms' demonstration given.

In the afternoon, examined valley.

Although food scarce in the valley, small quantities brought to patrol. Rain at 6 pm.

This afternoon, Pooru of Tileiya died of fight wounds at Hevie.

Sunday, 21st.

Away at 7.45 am by the Nol or Arawuni road.

At top of range (Waragapa 8200 ft.) at 9.15 am.

Went down the eastern side of this range, crossed the Yoguna river and came up to Quonimo (5950 ft.) at 12.15 pm.

Here camp made in Karua territory. About 20 Tileiya men had accompanied us to carry cargo.. In afternoon, some 50 Tileiyas and 35 Karuas came to talk and surprisingly representatives of both feuding families appeared.

DIARY (Cont.)

Sunday, 21st (Cont.) October, 1956

Sufficient food purchased. Rain at 3pm.

Monday, 22nd

Left Quonimo at 7.30 am to cross the Kowadi river at 7.55 am. Reached Kemo rest house at 8.45 am.

Thence went down valley to Auwe territory and Yetemari rest house (5990 ft.) at 10.35 am.

At first, people wary, but in the afternoon after we had regained their confidence, the women brought food and the men came in to discuss the fight.

Rain at 2 pm and plenty of food brought.

Tuesday, 23rd

Away at 7.40 am to return to Koroba via the Auwe road. Crossed the ridge at 6100 ft and reached Koroba (5600 ft.) at 10.15 am.

.....

Attack on Constable Vendari

Because these people have had little contact and because ~~we~~ we do not wish them to get the wrong idea of our intentions and attitude towards them, we have not been overfirm in the past. This open and unprovoked attack could not be tolerated if we are to remain in this area.

Hence my prompt intervention and the three gaol sentences imposed.

Investigations about any previous activities of this policeman were carried out, but no relative was brought to light.

The attackers said they were at some distance when the two women sang out that the policeman had asked to buy some sugarcane. They did not hear too well and by the time they had run to the spot, were somewhat excited.

As there was only one policeman, they decided to beat him. Incidentally, the new road route over Tambugwa crosses a small part of a garden area belonging to one of the men concerned. This may have had some bearing on the attack.

When we arrived in the Kokoma area, popular opinion was that the three men had done wrong. Eight pigs were brought to be paid as compensation. After these were refused, the three men concerned came in to be tried. Each was sentenced to gaol at Tari.

The next day work went ahead as before as if nothing unusual had happened. Our jurisdiction was recognised and respected.

.....

NATIVE AFFAIRS.

1. Hedamare - Kobona - Koroba section

The position here is most satisfactory as we make many demands on this section which, besides being engaged on difficult roadwork, must bear the burden of carrying much of our station supplies. All know they are required to work on the road, are doing so willingly and following instructions as well as can be expected.

That they came to the station to report their grievances over the Mogorofugwa fight, means they recognise us as a friend and a power in the area. The Hedamare, Kobona, Parlu and to a lesser extent, the Muri lines were concerned in the fight through marriage affiliations and their usual procedure would have been to participate.

A few Koroba men and three Kokoma men who live near Koroba took part in the fight after we had left this area. Enquiries which are still proceeding have unearthed four names. While we were in the Tani area, no foodstuffs were brought to the station. This seems to indicate that the Koroba people were either engaged or at least fearfully interested in the fight and thus kept their women folk at home. All know that we have banned fighting in this area and, if we are to remain a restraining influence here, action will be expected to be taken against those who joined in the fight. This will involve only a few of the younger men as the headmen were complaining they were experiencing difficulty in restraining some of them.

Frequently, many headmen visit the station to discuss roadwork, gardens or native affairs in general. I feel that in a few months more it may be possible to appoint some Village Constables here.

2. Hedamare - Tani Section

This section will be discussed by the A.D.O. Tani.

3. Mogorofugwa and Lavani Areas.

Here the trouble was initially between Karua and Tileiya, two related groups.

Warbarya of Karua was keeping company with Howlarly, a Tileiya girl, whom he deserted for another woman.

Howlarly's brothers, Hevala, Marago and Kobaro, took offence and called on Warbarya to render an account of his intentions.

During the discussion, Warbarya wounded Hevala and shot Marago dead. Fighting then broke out.

The main parties concerned were:-

<u>Karua Side</u>	<u>Tileiya Side</u>
Karua	Tileiya
Kanimo	Auwe
	Harega
	Eba

The Tileiya side was routed and most fled to their camps in Lavani.

Those killed were:-

<u>Karua Side</u>	<u>Tileiya Side</u>
Timbee of Karua	Marago of Tileiya
Peramu (f) of Karua-Kanimo	Deba " "
	Temwara " "
	Pooru " "
	Kara of Auwe - Harega.

This man was related to the strong Hedamare and Kobona groups.

NATIVE AFFAIRS (Cont.)

3.

Mogorofugwa and Lavani Areas (Cont.)

The following headmen were interviewed and proved helpful. The first six we brought with us.

Puguraba	of	Kanteri	(Part time)
Gilaway	"	Kobona	" "
Tayabie	"	Hedamare	" "
Argialie	"	Hedamare	" "
Harbae	"	Koroba	" "
Arobie	"	Koroba	(Full time)
Haya	"	Karua	
Larya	"	Kanimo	
Tageabu	"	Auwe	
Turugu	"	Tileiya	

Two "mogas" have already been paid. One by Karua for Kara and the other one by Auwe-Herega for Peramu.

All groups have returned to their own land, are rebuilding their burnt houses, replanting gardens and settling down again. The remaining "mogas" will be paid one or two at a time in a few months when the number of pigs available is sufficient. Both sides - as is the usual custom - are prepared to wait. At Quonimo, both Hogowi (Warbarya's brother) and Kobero appeared for the talks and appeared reconciled.

This section has had relatively little ^{contact} /so, despite pressure from the Hedamare - Kobona peoples I was not anxious to take punitive action at this stage over the Tribal fighting. However, everything quietened down, dressed sides of pigs were exchanged and talk and the settlement of a "moga" for Kara satisfied all parties.

Our influence here was put to the test sooner than expected when, on 15th Oct., a Karua-Kanimo woman was killed and hostilities threatened to break out again before we had actually finalised the first fight. By bringing the parties together and getting this "moga" paid in record time, we were able to prevent this.

No action was taken against these people who were warned fighting must cease from now on and application be made to us to rectify any real or imagined wrongs as they come up. Thereafter, we visited all groups concerned, paying particular ^{attention} /to all houses, roads and tracks, gardens etc, to familiarize the people with us and to assure them we could and would keep order.

When we returned, a number of men from Karua, Kanimo, Tileiya and Auwe accompanied us for orientation at the station. I am using these men as emissaries to keep a close check on present activities in the area.

Their reports indicate the people are settling down again and messages from the headmen are merely a repetition of my instructions to them.

In a couple of months, shall return to this area and bring up the question of "mogas" again. We shall then build another rest house in Karua or Tileiya territory just below the Aramuni pass to Lavani and one more at Guranda Dangi (about 2hrs further north). It is near this area where the Duna language begins and some Tileiya and Karua people can speak both the Huri and Duna languages. The Karua headman, Haya, has promised two bi-lingual youths to be trained as future interpreters.

NATIVE AFFAIRS :

4.

Lavani Valley

This area has been discussed very fully by Mr. Sinclair in N.W. Tari Patrol No 1 1955/56 and I have nothing further to add.

At present, the valley is having one of its unproductive periods and consequently many of the inhabitants have returned to the Mogorofugwa slopes and their other garden areas.

Both Tileiya and Karua have garden camps here for use during good times and for hunting trips, but not as a permanent residences.

The Lavani sweet potato is a small specimen and inclined to be stringy. Tomatoes, grown from seeds distributed by Mr. Speer were brought to the patrol.

There is no doubt the valley with its surrounding mountain walls and relatively flat floor is an impressive sight, but on closer examination its swamps and other uncongenial traits render it anything but a Shangri-La.

.....

ROAD CONSTRUCTION :

Roadwork is still proceeding on a satisfactory scale and now only a small section (less than 2 miles) remains before the road is completely pegged.

The Hedamare ridge still presents itself as a formidable barrier and, try as we may, have been unable to find an alternative to the Tambugwa suggested crossing.

While in Tari, I took the opportunity of speaking to the newly arrived roadmaster, Mr. T. Lumsden, about this section and the difficulties it may present. We then spent an energetic three days examining the area again.

Every effort was made to avoid the Kobona ridges which now cross the native track and make even pedestrian travel somewhat difficult. The three alternative routes we examined all cross extensive swamp areas and the work involved in following around the sides of the ridges would not justify my selection of any of them. Hence, have taken the route over the top of these multi-crested ridges and although some of the slopes are long and at the maximum slope, it will be possible to make corrections at a later date. I have selected the easiest way always within the limits of a trafficable slope. Later, when equipment is available, we can cut the tops from many of these ridges and thus reduce the grades considerably.

The presence of a motor cycle and its use from Koroba will give this road work a great boost as the people will be able to see why their the assistance is required.

We are almost ready to begin bridging the Tagari river and, as soon as all material is available, work will start. Rev. Fr. Tomasetti has already submitted his plans and specifications.

While at the Tagari river, I selected a quantity of timber and set about having the trees felled and lopped.

At a later date, we shall saw them into the required lengths.

.....

Conclusion:-

This was our first intervention in a fight in the Mogorofugwa area and our position here is now strong.

We were fortunate in that we did not have to take any strong measures against these newer peoples as such action could easily have led to unlooked for consequences.

Now we have made our stand, however, we must be prepared to support it and, should fighting re-occur, we must be more active.

Our main contacts, the headmen, from Karua, Tileiya, Auwe and Kanimo are all influential men and seem to realise the benefits which must result from our control.

All the people looked on this fight as our first real test and were anxious to learn what our re-action would be.

Our standing in the community has increased somewhat so that now people come to talk about Govt. policy, road benefits, cessation of fighting, migration into former abandoned areas etc. Thus we are beginning to see the results of groundwork put in by previous officers.

It was unfortunate that our TRP1 radio, being U/S, was in Madang for repairs. Close contact, however, was kept with the District Commissioner so that he might be conversant with the position and able to give guidance where necessary.

N. J. Grant.
N. J. Grant, P.O.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of... Southern Highlands..... Report No... Duna No. 3 of 1956/57..

Patrol Conducted by..... N. J. Grant, P.O......

Area Patrolled..... Koroba to the Tagari river.....

Patrol Accompanied by Europeans... Messrs. Browne, C.P.O. and Lumsden, roadmaster,
for part of the time.
Natives... 6 members R.P. & N.G.C.
1 Interpreter.

Duration—From... 4/11/1956... to... 28/11/1956..

Number of Days..... 25.....

Did Medical Assistant Accompany?..... No.....

Last Patrol to Area by—District Services... October, 1956..

Medical July, 1956... to Hedamare.

Map Reference..... Refer Duna Patrol Report No. 4, 1955/56.....

Objects of Patrol... 1. General Administration: To finalise pegging and marking route of Koroba-Tari vehicular road. 3. To build base camps on the Tagari river and at the foot of the Hedamare ridge.

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

27 / 12 / 19 56

[Signature]

District Commissioner

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

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

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

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

NA 30-18-47

27th February, 1957.

District Officer,
Southern Highlands District,
MSDRI.

UNWA R/R No. 3 of 1956-57

The report shows good evidence of successful
native Administration.

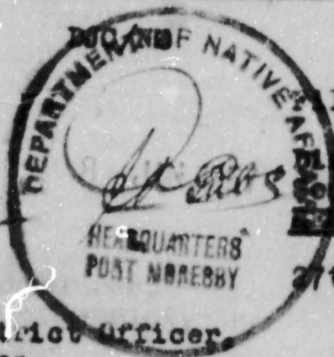
AAH
(A.A. Roberts)

DIRECTOR
JJM

P/A

30/12/47 ✓

Territory of Papua and New Guinea.



File No. 30/1 - 514.

District Office,
Southern Highlands District,
S.H.D.

27th December, 1956.

The Assistant District Officer,
Sub-District Office,
KOROKA,
DUNA Sub-District S.H.D.

DUNA Patrol Report No. 3 of 1956 - 57
KOROKA - TAGARI R.

Receipt of the above Patrol Report is acknowledged with thanks.

I quite agree with you when you say that a display of active interest can stop most fighting. Your people are extremely hot headed but if you can be on the spot in time and make it clear that you wish to assist in settling their arguments they normally will co-operate with you. Proof of this lies in the results you are getting.

Your idea of setting out seedling beds along the road is an excellent one and will certainly bring better results than giving seeds out to all and sundry. These people are farmers with a love for the soil and a crop that is grown by you proven successful will awaken their interest and will also bind them much closer to you.

D.J. Clancy

(D.J. Clancy)
Acting District Commissioner.

Minute to:

Director,
Department of Native Affairs,
PORT MORESBY.

Please find enclosed two copies of the above report and Contingencies.

I have just returned from a trip to Koroka and was very impressed with the popularity that Mr. Grant has among these people. There is an evident atmosphere of co-operation and mutual liking. The road is coming along very well and it may be finished by the end of this financial year.

D.J. Clancy

(D.J. Clancy)
Acting District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

*In Reply
Please Quote*

No. 30/1.
Sub-district Office,
Koroba,
Duna Sub-district.
3rd December, 1956.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA PATROL REPORT No.3 of 1956/57

Officer Conducting Patrol. N.J.Grant, P.C.

Area Patrolled. Koroba to the Tagari river.

Objects of Patrol.
1. General Administration.
2. To finalise pegging and marking route of Koroba-Tari vehicular road.
3. To build base camps on the Tagari river and at the foot of the Hecamare ridge.

Duration. From 4th November, 1956
to
28th November, 1956.
(25 days)

Personnel Accompanying.

European :- R.C.Browne, C.P.O. Part time.
T.Lumsden, roadmaster. Part time.

Members R.P. & N.G.C. :-
No. 2173 Const. Wariema.
No. 7866 " Maliogun.
No. 8471 " Yaput.
No. 7795 " Vendari.
No. 9160 " Nawe.
No. 7914 " Andaripa.

Interpreter. :- Hell.

Refer map accompanying Duna Patrol Report No.4 of 1955/56.

.....

INTRODUCTION.

As tribal fighting now had ceased and Native Affairs were returning to normal, it was necessary again to give attention to road work as I was more than anxious to completely peg and clearly define the road route from the Tagari river to Koroba. Moreover, the time for breaching our two main problems in building the road is now almost upon us. Consequently, we intended to build two base camps; one at Edaebo lagoon for use when taking the road up and over Tambugwa ridge and the other one at the Tagari river which has yet to be bridged.

We are most fortunate in that Rev. Father Tomasetti of Tari has undertaken to help us with this difficult task. His plans and specifications have already been submitted and, just as soon as the materials arrive, work on the bridge will commence.

.....

DIARY.

Sunday, 4th November, 1956.

IN company with Mr. Cadet Patrol Officer Browne, departed Koroba at 8 am to reach a camp site on the Togoma river at 10.30 am.

Went to Humburu in an effort to apprehend a man wanted for assault.

Plenty of food available.

Light showers in the afternoon and rain at night.

Monday, 5th.

Repegged road from Togoma river to present completed road at Hagu. Returned to camp where group of Hunaka men were waiting to report a fight in which a man (also present in a barely conscious state) had been wounded by an axe blow.

The accused came in on summons, was tried in the Court for Native Matters and convicted. Escorted prisoner and patient (on a stretcher) to Koroba. Returned to camp at 6.15 pm.

Plenty of food.

No rain.

Tuesday, 6th.

Day spent in examining possible road routes from Togoma river to the Asunaga river. Terrain most difficult. Pegged road to the top of Kukarin ridge (5610 ft.). The Kobona store is close by.

To-day, had planted a seedling garden so that once the plants are established they can be distributed to the Tuline and Hunaka people. They have little success in growing vegetables from seeds.

Plenty of food.

Rain at night.

Wednesday, 7th.

Away at 7am to peg road down Kukarin ridge to Asunaga river. Once this was completed, we broke camp and proceeded to Hedamare where there was plenty of food forthcoming.

So that we would shortly be able to distribute them to the Hedamare people, a seedling garden was planted here also.

No rain.

Thursday, 8th.

Away at 7.30am to the Tagari store where, having collected all cargo, carried it to Hedamare.

DIARY(Cont.).Thursday 8th November, 1956 (Cont.)

In afternoon, attempted to recapture Telabae who had twice escaped from legal arrest. Spoke to headman and people about returning him as he was absent from his house.

Plenty of food. ~~MM~~

No rain.

Friday, 9th.

Mr. Browne returned to Koroba to supervise issue of rations and other station duties. He escorted a carrier line with Koroba cargo.

Balance of patrol walked to Edaebo lagoon where camp was made. Cleared an area to build a base camp and marked out the buildings.

To-day, the Hedamere headman, Argialie, brought in Telabae,

In afternoon, Warego of ~~KMM~~ Karmenda reported that Gub of Kabia had kidnapped his wife and was daring him to come and fight if he wanted her back.

Plenty of food .

Rain at night.

Saturday, 10th.

Delayed by rain, but away at 6 am in light rain. Went South along the western bank of the Tagari river to reach Ketpow at 7.30 am. Here there are three (maybe more) good stands of pine.

Reached Tumbila at 7.45 am where about 30 armed Karmenda men had assembled. When we appeared, there was a great rush to hide weapons and then all came to inform us that they were loyal Govt. men and intended to let us take care of this little misunderstanding.

WE reached the Kabia territory at 8.30 am and disarmed three guards. Gub, most of the other men, women, children with their pigs had already ran away further South. Continued to Aguma at 10.30 am, but, because of the distance from our Edaebo camp, decided not to pursue them further. Discussion with their neighbouring tribes having been held, we returned to camp at 3 pm with the captured guards.

Mr. Brown had returned from Koroba.

Rain from 2 pm.

Plenty of food.

Sunday, 11th.

Repegged sections of road on Tambugwa ridge and above Tunie creek. Roadwork recommenced. Work continued on the base camp. Here, a seedling garden planted for the Kokoma people.

Showers at 11 am and 2 pm. Rain from 4 pm and throughout the night.

Plenty of food.

Monday, 12th

Warego reported that his wife had been returned and that, as Gub had paid 10 pigs as compensation, the trouble was over. The Kabia people were returning he said.

Road supervision at Tunie creek while work on the base camp continued.

Met Mr. Iumsden, roadmaster, at the Tagari river.

Rain at 2 pm and the Tagari floating bridge was washed away.

Plenty of food.

DIARY (Cont.)Tuesday, 13th November, 1956.

With Mr. Lumsden, inspected work on Tambugwa and continued through Pogunda territory to Pilabie. Thence returned to camp via Hedamare.

Able to move into main rest house.

Showers from 2 pm and rain at night.

Barely sufficient food had been purchased so, rice issued to police.

Wednesday, 14th.

Rain continued until 11 am with showers again at 2pm.

Inspected broken Tagari bridge. Mr. Lumsden

marked bridge over Waylita creek while I went to Hedamare to remind all to appear for work on the morrow.

Rice again issued to police.

No rain at night.

Thursday, 15th.

Messrs. Lumsden and Browne went to repair the Tagari bridge as river had gone down somewhat. Self went

South to recruit Tagarbor men for work on the bridges.

Continued through Tagarbor and Puranie to interview Karmenda and Kabia men. Everything had returned to

normal here and the Kabia people were again occupying their homes. Gub was still away.

Returned to Tagari bridge with more labour and, as the whole bridge had been washed away, began collecting timber for a new one.

Work on Edaebo base camp finished.

Showers from 1 pm. and rain at 3 pm.

Plenty of food.

Friday, 16th.

Rain until 10 am. and again at 11.30 am. for the rest of the day. Made fair progress on the bridge.

Rice issued to Police.

Saturday, 17th.

Finished building new floating Tagari bridge which was secured in place. Mr. Lumsden returned to Tari.

Marked out a site and buildings for a base camp on the Tagari river.

Heavy rain again at 1 pm and throughout afternoon.

Plenty of food.

Sunday, 18th.

Work began on the Tagari base camp and we finished planting piles for Walita bridge. ^{Tinaad} Marked a bridge over Tunie creek and began collecting and excavating for its foundations.

Did a quick tour through Arua territory exhorting all to come and help with the base camp.

Carried a quantity of stores from Tagari store to Edaebo base camp.

Showers from 4 pm.

Plenty of food.

DIARY (Cont.).Monday, 19th November, 1956.

Mr. Lumsden returned from Tari.

Work continued on Tagari camp and on the bridges over Walita and Tunie creeks. Received message from Mr. Patrol Officer Lang who was trying to capture Goroboko, one of the ringleaders of the recent fighting at Tani.

Rain at 4.p.m.
Plenty of food.

Tuesday, 20th.

Still engaged building Walita bridge and Tagari camp. Walked to Munima for Native Administration work and to try and capture Goroboko.

Carried cargo from Tagari store to Hedamare.
No rain.
Plenty of food.

Wednesday, 21st.

Again working on Walita bridge and Tagari camp. Self visited Munima once more after Goroboko and for other administrative work involving the payment of a "Moga". This was amicably settled.

Mr. Lang brought his patrol over from Tari and camped with us.

No rain.
Plenty of food.

Thursday, 22nd.

Mr. Browne returned to Koroba with a long line of stores. Mr. Lang continued his patrol. Walita bridge completed and labour switched to Tunei bridge. Tagari camp still under construction.

To-day, the Village Constable and other Tani men had captured Goroboko and taken him to Tari.

No rain.
Plenty of food.

Friday, 23rd.

Tunei bridge and Tagari camp again received attention. Went to Arua about their non-appearance for work on the Tagari camp. Mr. Lumsden returned Tari via land rover.

No rain.
Plenty of food.

Saturday, 24th.

Mr. Lumsden came out per motor cycle to finish Tunei bridge and returned Tari. Tagari base camp also finished.

Afternoon spent in Native Administration work and discussing the recent Royal Visit trip to Lae which some of the local headmen made.

Messengers returned from Kabia with reports that everything still running smoothly.

No rain.
Plenty of food.

DIARY (Cont.)Sunday, 25th November, 1956.

Departed Edaebo base camp with patrol gear and more Koroba stores.

Camped at our Togoma river camp site near Kobona. Part of the afternoon spent examining road progress since my last visit. Only the Hagu group had done any work though all had made an appearance to-day.

Walked through Muri area exhorting all to appear for work to-morrow.

Showers from 3.30 pm, but little rain fell. Plenty of food.

Monday, 26th.

Away at 6.30 am to clearly define and mark the road route from Yugufu river to Asunaga river. Partly completed. Returned at 3 pm to inspect Muri, Hagu, Tuline and Hunaka groups working on the road.

Rain from 3.30 pm. Plenty of food.

Tuesday, 27th.

Finished marking road route. Planted seedling garden at Yugufu river for the Kobona people.

Returned to camp to supervise road work. Planted a seedlings' garden at Yuruborae also (for Muri and Hagu People).

Plenty of food. Rain at 5 pm.

Wednesday, 28th November, 1956.

Patrol completed, we returned to Koroba.

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NATIVE AFFAIRS.

This aspect continues to improve as more time is being spent with the people and their confidence gained. Now, unsettled Mogas, assaults and thefts are being reported and satisfaction obtained.

We have made a number of attempts to capture wanted men in this area. These have resulted in people presenting themselves on summons before the court (refer Diary entry 5th Nov.) and in the men banding together to arrest law breakers (Diary entries 9th and 22nd Nov.).

A consequence of our being on hand on 9th November and of our having taken an active interest in quelling both recent tribal fights at Tani and Mogorofugwa was that this quarrel was referred to us. The fact that we demonstrated our active interest rather than what we did achieved the desired effect. The kidnapped woman was returned and 10 pigs paid in compensation. This satisfied all parties so the Kabia people returned to their homes and began resuming normal life.

There is no doubt that under ordinary circumstances the kidnapping would have precipitated a tribal war as the Karmenda line (on my arrival) had already assembled with weapons and the Kabia line who apparently felt themselves strong enough had posted guards and were inviting Warego and his group to come and fight.

NATIVE AFFAIRS Cont.

Although this area on the lower western bank of the Tagari river in fairly densely populated it has been visited only infrequently. However, some of the people are helping with roadwork and some have affiliations through Tani (which adjoins on the eastern side of the Tagari river) with Tari so they are not actually ^{newly} contacted people.

It may be a wise move to build a base camp from which to administer this area. These camps always remain as a constant reminder of the Govt. and its laws. Like Mr. Sinclair, I am a firm believer in their value as well as their convenience. A good site for this one could be at Katpow which I noticed some fine stands of timber and where later, perhaps, we could set up a pit saw and carry the planks one hour to the Tari-Koroba road. There may also be a light airstrip site to be found here.

These people are helping with roadwork, but only on occasional days as it takes them from 1 to 3 hours to reach work, the same time to return home and most days produce rain in early afternoon. However, their help to drag heavy bridge timber is much appreciated and a visit to them usually results in some 20 or 30 returning with us for a few hours work.

The other groups continue to work steadily on the road.

.....

ROADS AND BRIDGES.

Finally the road is completely pegged and its course clearly(?) marked from the Tagari river to Koroba i.e. by two lines of stakes planted every two yards.

During my absence in the Mogorofugwa area to investigate tribal fighting, work virtually ceased on the road. This enabled the menfolk to attend to their gardens, to enjoy a little extra leisure and to come back with renewed energy.

Now work is in full swing again with twelve separate groups engaged on different sections.

We had the assistance of Mr. Lumsden, Tari roadmaster, for two weeks of this patrol and his energy and experience proved most helpful. We again examined the Tambugwa crossing, but in the absence of any possible alternative agreed it would have to do.

The road here has begun to ascend Tambugwa and, now that a camp has been built on its slopes, close supervision can be given. Marked another two hundred yards and, having carefully explained how it was to be cut, set the Kokomas to work at it..

When this section is completed, another 250 yards to the top of the first ridge of Tumberparoc (5670 ft.) will be marked.

Mr. Lumsden supervised the construction of two difficult bridges over the Walita and Tunel creeks. We had much difficulty in collecting sufficient suitable timber for these bridges.

The crossing of the Kobona ridges, particularly the ascent of Kukarin ridge will prove difficult and another base camp will be built here so that close, constant supervision can be given.

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CONCLUSION.

These people, taking into consideration the short time we have been administering them and that to most a motor car is the name of some unrecognisable item, have made remarkable progress with their road work. However, close, constant, personal attention is most necessary if worthwhile results are to be achieved.

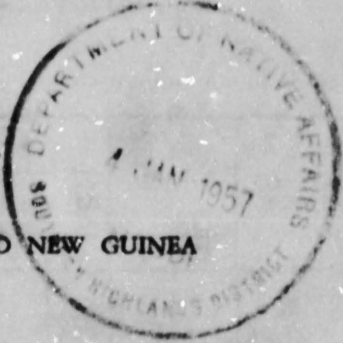
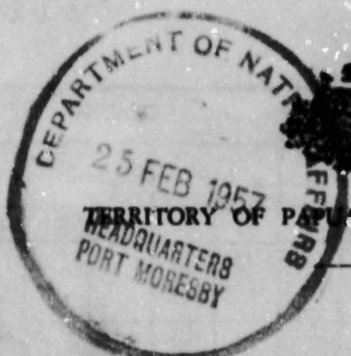
Now that the road has been completely pegged and its course enclosed between two lines of stakes, does not mean that our work is finished, nor can we sit back and watch. These people, not withstanding marks will always (except for personal reasons) choose the easiest way which is usually straight over the top of an impossible ridge. There are many cases of this having happened along the route. In some cases, the marks are left about 20 feet below their road. In others, the marks are pulled out and replanted to conform with their new route (except in grade).

N. J. Grant

N. J. Grant, P.O.

Count
Turned
Store

Return of Patrol report for Southern Highlands



35/1

PATROL REPORT

District of.....SOUTHERN HIGHLANDS..... Report No. DUNA No. 4 of 1956/57.....

Patrol Conducted by.....N.J. Grant, P.O.....

Area Patrolled.....Hedamare, Tagarbor, Puranie, Hoyamu and Heimi.....

Patrol Accompanied by Europeans.....Nil.....

Natives 6 members R.P. & N.G.C.
1 Interpreter.

Duration—From 11/12/1956 to 19/12/1956

Number of Days.....Nine.....

Did Medical Assistant Accompany?.....No.....

Last Patrol to Area by—District Services.....Nov. 9 1956..... Part.

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

Map Reference.....Map Attached.....

Objects of Patrol 1. General Administration and supervision of certain Moga payments. 2. Road Construction. 3. Investigate hostility between Hunaka and Heimi groups.

DIRECTOR OF DISTRICT SERVICES
AND NATIVE AFFAIRS,
PORT MORESBY.

Forwarded, please.

811/1957

[Signature]
District Commissioner

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

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

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

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HA.30-18-52

15th March, 1957.

The District Commissioner,
Southern Highlands District,
KIBUKU.

RE: P/A No. 4 of 56/57.

The above-mentioned Report is acknowledged with
thanks.

No comment is necessary excepting that it is
pleasing to hear that some wage payments are being made
independently of the Administration.

(A. L. Roberts)
District Commissioner

MA

30/1.
Sub-district Office,
Koroba,
Duna Sub-district.
27th December, 1956.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA PATROL REPORT No.4 of 1956/57.

Officer Conducting Patrol.

N.J. Grant, P.O.

Areas Patrolled.

Hedamare, Tagarbor, Paranie, Hoyamu
and Heimi.

Objects of Patrol.

1. General Administration and supervision of certain "Moga" payments.
2. Supervision of Road Construction.
3. Investigate Hostility between Hunaka and Heimi groups.

Duration.

From 11th December, 1956
to
19th December, 1956.
(9 days)

Personnel Accompanying.

European.

Nil.

Members R.P. & N.G.C.

No. 3555 Cpl. Yagi
No. 7629 Const. Numbo
No. 7914 " Andaripa
No. 7866 " Maliengun
No. 8972 " Kauka
No. 5311B " Pahun
Angebe

Interpreter.

Map.

Patrol map attached.

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INTRODUCTION.

Because constant supervision of roadwork is most necessary particularly on Tambugwa ridge and because our moving along the road route has a pronounced effect on the quality and quantity of work forthcoming, it again became necessary to detail a patrol for this work.

A good deal of the country through which the road now passes had previously been abandoned because of fighting. The last group (Kunaka-Tuline) to commence work on their section came to Koroba and expressed fears for their safety while working on this Togoma river - Asunaga river section. Their fears were the result of a recent fight with Heimi in which one of their men, Hundara, had been killed by Moga of Heimi. As the Moga had not been paid, the fight was regarded as unfinished.

We thus intended to interview these parties and try to have the Moga paid.

In the last two months, as our influence and the realization of our power in Moga discussions has spread, many Mogas have been referred to us. Only those in which both parties could be induced to appear were settled so this trip we intended to demonstrate that we could and in time would settle all Mogas so that this major cause of much fighting and dissatisfaction would be removed.

At this stage, I shall briefly detail what a Moga is and its importance in the structure of the life pattern of these people. My information will be sketchy only as there is much variation from area to area and instance to instance. Moreover, our interpretation here is poor and at times misleading so it is perhaps a little early to give any concrete definition.

A moga is a payment in pigs and shell made to a man or his relatives (very wide sense at times) for injuries or death sustained in a fight. There are two types.

One paid by the enemy for the number of deaths they have inflicted and the other type paid by allies for death or injuries sustained by their own helpers.

If the two parties fighting belong to far distant areas whose everyday business of living does not bring them together, it may not be necessary to exchange the "Enemy" Mogas.

The allied Moga payments, of course, would still have to be paid within the two groups by those lines who were the cause of the fight.

When a fight breaks out and a man is killed, it is necessary usually for the number of deaths on both sides to be even before peace can be re-established. Then dressed sides of pork are exchanged between the feuding tribes and all return to their lands to begin re-building houses and collecting pigs in readiness for the Moga payments at a later date.

Once the Mogas have been paid, the affair is regarded as finished, but the liability for unpaid Mogas passes from generation to generation.

.....

DIARY.Tuesday, 11th December, 1956.

At 8.45 am left Koroba to accompany the District Commissioner, Mr. D. J. Clancy, and Mr. R. Cottle to the Tagari river and Tari land rover. We travelled the first 4½ mile by motor cycle.

Once this party had set out for Tari, the patrol made camp at Edaebo base camp at the foot of Tambugwa ridge.

Afternoon spent in hearing disputes.

Plenty of food purchased.

Rain at 5.30 pm.

Wednesday, 12th.

Roadwork supervision and further pegging at Tambugwa ridge.

Plenty of food.

Rain at 3 pm.

Thursday, 13th.

Went to Tagari store where, having collected all Koroba cargo, sent it under police escort to Koroba.

Roadwork again on Tambugwa.

More Moga discussions held.

Plenty of food.

Rain at 12.30 pm.

Friday, 14th

Left Edaebo at 8 am and walked S.W. through Tagarbor territory, crossed the boundary, Kilabo creek, at 10.25 am and continued S.W. into Puranie territory. At 10.50 am, made camp at Tumbila (5150 ft.).

Afternoon spent in compiling a list of nine Mogas to be settled and in deciding two.

As word of our intentions had been sent ahead, people at first wary, but later many men came to the camp and the women brought adequate and more food.

Heavy showers from 12.30 pm.

Saturday, 15th.

Moga talks continued. Received a report that Pungarali who owed Piru 15 pigs for wounds inflicted in a fight, under pretence of collecting the necessary pigs, had run away. We followed him over the Kudubar range to Kena where he abandoned his pigs and fled. We left word that the pigs were to be brought in tomorrow.

We returned to camp from where we went to Tagarbor to intercept Purigidya who was also attempting to flee with his pigs. When we reached his house, his pigs were still there so we advised him to produce them tomorrow.

When we returned to camp, we found Pungarali sheepishly waiting with his pigs which he gave to Piru.

Plenty of food.

Rain at 8 pm and throughout night.

Sunday, 16th.

Morning spent in counting and watching the distribution of pigs as more Mogas settled.

In afternoon, as Tagube of Tagua had brought only 13 of his required 20 pigs, we went to see what he was doing about the remaining 7. He had fled so we followed him to Layella and advised him to hurry up with the remaining seven. We returned to camp. The seven pigs were brought in towards evening.

All listed disputes now settled except one in which an Hedemare man, on learning of our interest, had fled to Heimi, his mother's place. This man's name was Ilibie.

Plenty of food.

Rain from 2.15 pm.

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MIGRA

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DIARY (Cont.)

Monday, 17th December, 1956.

Broke camp at 7.30 am and proceeded N.W. Came up to Pola territory at 8.10 am and crossed Kilabo river at 8.35 am. Put camp at Puridie in Hoyamu territory at 11.15 am. Height here \approx 5700 ft. People at first seemed afraid, but messengers soon restored their confidence and the afternoon saw manying people at the camp. Plenty of food. Rain at night.

Tuesday, 18th.

Discussion with Hoyamu and a few Heimi men including the headman. Began patrolling the Heimi territory to the south west to Alubi and Tumbuda. Returned at 3 pm with Moga of Heimi in custody. He was the man concerned in the Hunaka - Heimi feud, but the Moga payment had just slipped his mind for the moment. He intended to settle it immediately, which he did. The twenty pigs to complete Ilibie's payment were produced. Plenty of food. Rain at night.

Wednesday, 19th.

Left camp at 6.45 am and proceeding N.E. came up to the Koreba - Tari road at Gitnema (8.15 am). Reached Kobona at 8.45 am and Koroba at 10.30 am.

.....

NATIVE AFFAIRS.

When we reached our camp site of Edaebo on 11th, it was necessary to prepare a list of what Mogas we intended to settle this trip. We had to limit their number and restrict them in all but one case (Hunaka - Heimi feud) to people with whom we have had close, recent contact. In all, fourteen mogas involving 152 pigs were put on the list. It looked difficult at times, but we managed to get the 14 Mogas paid and the 152 pigs exchanged.

The Tarbalae-Ilibie moga presented some difficulties as Ilibie of Hedamare, on learning of our interest, ran away to his mother's line at Heimi. Heimi is a newer area and a Koreba patrol had never visited their area although most of the men have had contact with us through roadwork or orientation at the station. Thus, I was diffident about going into their area after Moga settlements.

The Hunaka-Heimi feud had yet to be settled, however, so we moved in. Word of our intentions re these two Moga payments was sent ahead so as the people would not be misled as to our aims.

At first they were quite wary, but once we had been there a while, had long talks with them and met their headman, their shyness began to disappear. They came in, discussed the Moga payments and exchanged views with us.

We thoroughly patrolled the area and as a result the two Mogas were paid.

I am not satisfied with the contact as it now stands, however, as this first visit was too hasty and too determined. At the beginning of the next patrol (early January), 3 or 4 days will be spent at Heimi again just sitting in their midst allowing them to get to know us better and discuss (if

NATIVE AFFAIRS (Cont.)

(if they feel like it) any of their real or imagined problems.

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ROADS AND BRIDGES.

Roadwork is still progressing satisfactorily with a fair labour force from Kokoma, Hedamare and Arua now engaged in taking the road up Tambugwa ridge. The 300 yards we had pegged during Duna Patrol No.3 of 1956/7 have been cut though the grade still requires some attention as pegs - it seems- are there mainly to be ignored. However, without constant supervision, it must be conceded, this section is progressing very well. We have marked another section here.

Work on other sections of the road still continue though progress is slow and most sections will require the finishing off operations of regrading certain hills and widening and deeping most gutters, as soon as we are able to divert our attention to them.

The route is divided into numerous tribal sub-divisions each of which is the concern of one or more related groups under the control of their headman. Hence, there is no section where some work has not been done.

As yet, we have only one competent (?) road boss boy who, after spending six months in learning the rudiments of the game, now has the Yagufu river - Tagari river section to supervise. The last month he has been there, my pegs with few exceptions have been followed.

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CONCLUSION.

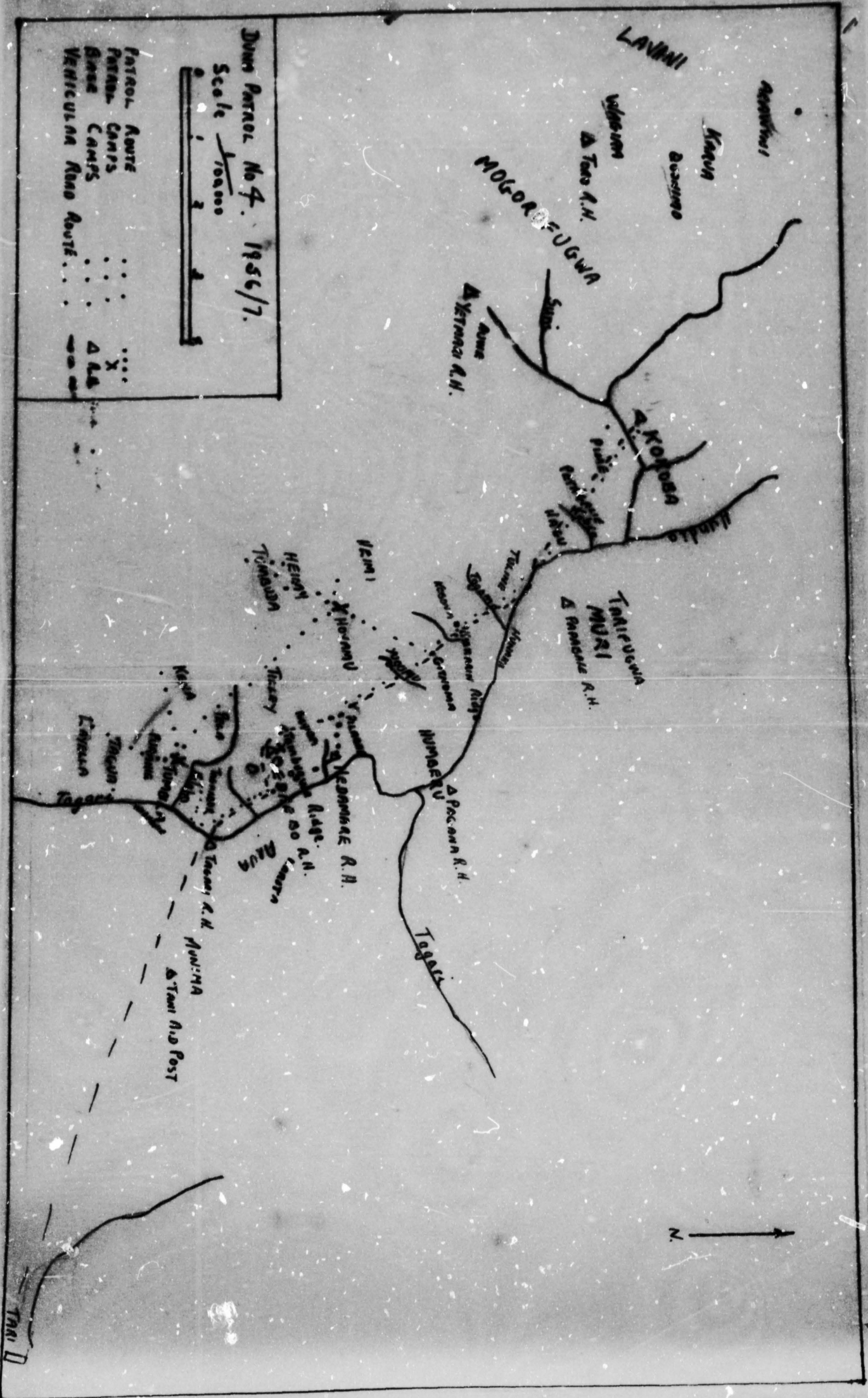
Roadwork at present is receiving most of our attention and through it we are familiarizing ourselves with the people along its route and trying to get them to understand and appreciate our aims.

This trip we demonstrated that we are powerful and mobile enough to settle all Mogas which they recognise as a major factor in intertribal fighting. We have advised them to set about finalising outstanding Mogas peacefully now and thus save us much trouble and themselves much inconvenience at a later date. This is having a marked effect and many Mogas are now being finalised independently of us.

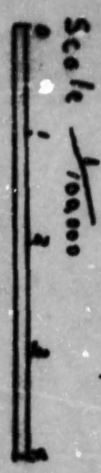
N. J. Grant

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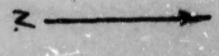
N. J. Grant, P.O.



DUNE PATROL No 4. 1956/7.



- Patrol Route
- Patrol Camps
- Base Camps
- Vehicle Road Route



THAI



TERRITORY OF PAPUA AND NEW GUINEA



20/1/56

PATROL REPORT

District of.....Southern Highlands..... Report No. Duna No. 5 of 1956-7.....

Patrol Conducted by.....N. J. Grant, P.O.....

Area Patrolled.....Koroka - Tagari river, 2 Heimi, 3 Mogrofuwa, 4 Humberu & Muri.....

Patrol Accompanied by Europeans.....Rev. Fr. B. Tomassetti Part time.
Mr. R. C. Browne " "

Natives.....6 to 9 members, P. P. & N. G. C.
1 interpreter and 1 N. M. O.

Duration—From.....8/1/1957 to 2/3/1957.....

Number of Days.....50 days on patrol.....

Did Medical Assistant Accompany?.....No.....

Last Patrol to Area by—District Services.....Parts in July, October and December, 1956.....

Medical/...../18.....

Map Reference.....Refer. Duna P/R No. 4, 1956-7.....

Objects of Patrol.....1. General Administration. 2. Road and Bridge Work.
.....3. Intervention in Tribal Fighting.....

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

[Handwritten Signature]

District Commissioner

3/4/1957

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

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

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

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NA.30-18-56

3rd June, 1957.

The District Officer,
MEMPHIS.

Ruma Patrol Report No. 5 of 1956/57.

I concur in your remarks of the handling of a difficult situation. Mr. Grant has to be complicated in his actions.

It is obvious that the "Mogge" is the method through which to adjust difficulties even though it is tedious business.

Road construction by the people is, I think, possibly the most simple and effective method of cementing village friendships--the people have at least a common aim and road access is provided to the others' village. The co-operation of the Mission personnel in bridge building is indicative of our common aims.

A.A.R.

(A.A. Roberts)
Director.

PC

9/A
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Territory of Papua and New Guinea.

RRC/vHG



30/18/56
SP
File No. 30/1) - 907.
P/R.5/56-57)

District Office,
Southern Highlands District,
MENDI.

8th April, 1957.

Assistant District Officer,
KOROBA.

Duna P/R. 5 of 1956/57.

Receipt of this report is acknowledged.

Native Affairs.

You are complimented on your prompt action and capable handling of a position which could have developed into serious and widespread unrest.

We must expect these outbreaks from time to time until the people gain more confidence in us and appreciate that our prohibitions on fighting are not made lightly and are introduced for their ultimate benefit. Some time spent in peace, with the Administration arbitrating in their differences will convince them of advantages by way of better gardens, more pigs and less family unrest but it is a slow process, requiring infinite patience and understanding on our part and at the same time having officers prepared sympathetically yet firmly to handle the inevitable outbreak.

I concur in the method adopted to compensate the parties. Settlement by Moga is a very tedious business but it is one which the people understand and I am sure you will obtain most satisfying results by practising it.

Roads and Bridges.

You appear to have made considerable progress with the Tagari Bridge and I expect to visit it within the next week. Being weatherbound at Kutubu for a fortnight prevented me keeping to my last arrangements.

Additional funds have been arranged to assist in construction of the bridge.

MINUTE to :-

The Director,
Department of Native Affairs,
PORT MORESBY.

(Robt.R. Cole)
Acting District Commissioner.

Forwarded herewith are :-

- (a) Report in duplicate.
- (b) Camping allowance claim - Mr. Browne.
- (c) " " " - Mr. Grant.
- (d) Boot allowance claim - Mr. Browne.

Mr. Grant is a very capable officer.

(Robt.R. Cole)
Acting District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

In Reply
Please Quote

No. 30/1.

Sub-district Office,
Koroba.
4th March, 1957.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA PATROL REPORT No 5 of 1956-7

Officer Conducting Patrol. N.J. Grant, P.O.

Areas Patrolled. 1. Koroba - Tagari river.
2. Heimi
3. Mogorofugwa
4. Humberu - Muri

Objects of Patrol. 1. General Administration.
2. Road and Bridge Work.
3. Intervention in Tribal Fighting.
4.

Duration. From 8th January, 1957.
to
2nd March, 1957.
(50 days on patrol).

Personnel Accompanying.

European. Rev B. Tomassetti of Catholic Mission, Tari
from 8th to 25th January, 1957.
Mr. R.C. Browne for part of the patrol.

Members R.P. & N.G.C.	No 6103P	Const. Vi	all	patrol
	No 9160	" Nawe	"	"
	No 5311B	" Pahun	"	"
	No 6972	" Loman	Part	"
	No 8972	" Kauka	"	"
	No 8876	" Ofoat	"	"
	No 8847	" Subub	"	"
	No 7866	" Maliongun	"	"
	No 8471	" Yaput	"	"
	No 7795	" Vendari	"	"
	No 7914	" Andaripa	"	"
	No 7000	I/Cpl. Peroro	"	"

Interpreters. Hell Part Time.
Angobe " "

N.M.Os Kirari Part Time.
Tiagopa " "
Megera " "

Map. Refer to map submitted with Duna
Patrol Report No 4 1956-7.

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INTRODUCTION.

As the plans had already been prepared by Rev. Father B Tomassetti, some of the materials had arrived and Father Tomassetti had declared his availability to advise on its construction, this trip we intended to begin building the suspension bridge over the Tagari river. Moreover, the people from these parts doubt our ability to bridge this river satisfactorily so once it is bridged, we can expect an added effort on their part to complete other sections of the road.

The end of January again necessitated our presence at Koroba. We had set out again for the bridge site, intending to camp en route at Heimi to consolidate our influence there, when a report of an imminent outbreak of tribal fighting reached us. Hence, we immediately broke camp and proceeded into the fight area. We were fortunate that when we arrived the fight had been in progress only a few hours and, as it turned out, no one had been seriously injured.

The fight having been finished and order restored, we returned to our bridge work on the Tagari river.

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DIARY.

Tuesday, 8th January, 1957.

Departed Koroba at 8.30 am. Reached Pilabali at 11.15 am where, leaving Mr. Browne in charge of patrol to proceed to Tagari river base camp via Hedamare, my party went up the Pogunda valley, over the Hedamare ridge at Tambugwa and rejoined patrol at river camp. Rev. Fr. Tomassetti was waiting here to advise on the construction of the bridge. Food just insufficient for our large carrier line so rice issued to police. No rain.

Wednesday, 9th.

Work commenced on bridge site. Visited by Mr. Claridge from Tari. Koroba - Yobidia moga payment made. Plenty of food. No rain.

Thursday, 10th.

Bridge work. Visited Tani to induce them to help with the work. In afternoon, went north through Arua after more labour. Plenty of food. No rain.

Friday, 11th.

Bridge work. Commenced building pitsaw stands. Plenty of food. No rain.

Saturday, 12th.

Bridgework. Self went to inspect work on Tambugwa and returned via Tagarborto exhort this group to begin work on Deewee ridge. Plenty of food. Light showers throughout afternoon.

DIARY.Sunday, 13th January, 1957.

Bridge work.
 Visit from A.D.O. Mr. Crellin and party.
 Plenty of food.
 Showers in the afternoon.

Monday, 14th

Bridge work.
 Went to Tani to interview them about an unpaid moga to Hedamare and to persuade some to come to work.
 Koroba - Hubie moga settled and payment witnessed.
 Plenty of food.
 Rain at night.

Tuesday, 15th

Bridge work.
 Again visited Tani re Hedamare moga and for bridge labour.
 Payment of 40 pigs to Hedamare witnessed.
 Plenty of food.
 No rain.

Wednesday, 16th

Bridge work.
 Built new pitsaw stands.
 Received a complaint about rape (?) incident at Humberu.
 Plenty of food.
 No rain.

Thursday, 17th

Bridge work.
 Whilst en route Tani for labour, met Village Constable bringing 50 to report for work.
 Visited Munima to settle adultery dispute. Arrested, tried and convicted Kumberteli/Malibu of Puranie for assault yesterday.
 Plenty of food.
 No rain.

Friday, 18th

Bridge work.
 Mr. Browne returned to Koroba for stores' work and other duties.
 Plenty of food.
 No rain.

Saturday, 19th.

Mr. Lumsden came out from Tari to assist in erecting tower posts.
 Humberu rape incident settled by marriage and compensation.
 Plenty of food.
 No rain.

Sunday, 20th

Bridge work. Plenty of food. No rain.

Monday, 21st.

Bridge work.
 Tagarbor adultery incident settled.
 Plenty of food. Rain at 4 pm.

DIARY.Tuesday, 22nd January, 1957.

Bridge work.
 Inspected work on Tambugwa ridge.
 Visiting Munima seeking labour.
 Plenty of food.
 No rain.

Wednesday, 23rd.

Bridge work.
 At 7 am, visited Tari and escorted men to work to pull in timber.
 Plenty of food.
 Rain at 2.30 pm.

Thursday, 24th.

Bridge work.
 Proceeded north through Arua and Karita recruiting more men for work.
 Rain at 2.30 pm so afternoon spent in native administration work.
 Plenty of food.

Friday, 25th.

Bridge work.
 Fr. Tomassetti returned Tari.
 Went to Hubie to settle moga payment.
 Plenty of food.
 Rain at 2.30 pm.

Saturday, 26th.

Bridge work.
 Away at 7 am to mark other sections on Tambugwa and Deewee ridges. Proceeded up Pogunda valley inspecting progress of roadwork and returned to river via Hedamare.
 Plenty of food.
 Rain at 2.30 pm.

Sunday, 27th.

As last night prisoner, Kumberteli, had escaped, we were delayed until 8 am while we recaptured him. Reached Togoma river camp at 12.30 pm and inspected progress of road work with Mr. Browne who had come from Koroba by motor cycle.
 Away at 2.30 pm to investigate Hedamare - Hunaka moga complaint.
 Plenty of food.
 Heavy rain from 3 pm.

Monday, 28th.

Due to yesterday's heavy rain, Togoma river was in an advanced flooded condition. Opportunity taken to mark suitable bridge site, we proceeded Koroba.

29th January to 1st February, 1957.

At Koroba.

.....

DIARY

Saturday, 2nd February, 1957

Waited for radio conversation with District Commissioner. at 10.30 am. Away at 11 am through Pime, Petagarlie and Hagu to put camp (6100 ft.) in Heimi territory at 3 pm.

People somewhat wary though Hoga (cause of trouble in Hunaka - Heimi moga settled last patrol) and his relatives appeared and brought food. Koyamu people also visited camp with food.

Plenty of food.
No rain.

Sunday, 3rd.

At 8.30 am, a messenger from Harega (Mogorofugwa area) reported that yesterday, during a pig exchange, a Pari man had wounded two Harega men and that now Pari was calling on Harega to come and fight.

We broke camp at 9.45 am and proceeded over a gap (7600 ft) in Kar mountain to come into the Mogorofugwa area. Near the Yetemari base camp, we met a group of women fleeing with their children and pigs. They told us there was a large fight taking place on the swamp floor.

Leaving Mr. Browne in charge to camp at Yetemari, an interpreter, two headmen, police escort and myself went on ahead through Yetemari to the slopes overlooking the swamp and the two bands of warriors. We stood on these slopes, called out to the two parties and then fired a volley across the swamp. They separated momentarily before resuming the fight.

We proceeded across the swamp until we stood between the two sides. Harigarli, the Muri headman whose influence extends to the Harega group, was sent to lead this section back to Yetemari for discussion.

We waved the Pari group back and followed until they reached dry land and pit cover. From this cover a few men began firing arrows at us. The large Pari line then gained courage and came out to attack us. We fired over their heads and moved to a more favourable position across Marubifugwa creek where we would not be exposed to fire from three sides. Volleys were fired into the air and into the swamp floor again from this position when the warriors, shouting, returned to their cover. No 9160 Const. Nawe received an arrow in his left shoulder though the wound was only superficial and I quickly pulled it out.

We called to the warriors to consider what they had done and that we would return to-morrow as it was now raining and getting late.

The patrol was rejoined at Yetemari where many Harega and Auwe women, having returned to their homes, supplied us with plenty of food.

Showers from 2.30 pm and at night.

Monday, 4th.

Auwe and Harega men engaged in adding another building to our base camp.

After additional police had arrived from Koroba, Mr. Browne, interpreter, Puranie headman, Police escort and myself went down into the swamp to speak to the Pari group.

The fight was between Pari and Harega with Karua, Kanimo, Nundugwa, Toro, Tokomo, Komã and Huminya helping Pari and Auwe and Wonga helping Harega.

Haya, Karua headman (refer Duna P/R No. 2 1956-7) came out to speak to me while his party stayed on the ridges and mine waited some 200 yds further in the swamp. He apologised for yesterday's hasty and unconsidered attack, asked would we accept a moga of 15 pigs as compensation, said his Karua men had already returned to their homes.

DIARY.Monday, 4th February, 1957 (cont.)

He said Pari would settle their moga (the cause of the dispute) with Harega. The fight had finished, he added.

We promised to look at the pigs to-morrow and told him the Harega moga now entailed 15 pigs also because of the unwarrented attack on their two men.

Many Auwe and Harega men, women and children visited camp.

Plenty of food.
Rain at night.

Tuesday, 5th.

Mr. Browne and patrol remained Yetemari.

My party away at 7 am en route Koroba. We detoured to collect seriously injured Harega helper and carried him to Koroba hospital.

Radio conversation with District Commissioner 10.30 am. Having returned to camp, proceeded to swamp to inspect pig mogas.

Twenty-one ^{pigs} and 4 lengths of giri giri (counted as 4 pigs) were left tethered to stakes with the message that we could accept them or not as we wished. The four lengths of giri giri and eleven suitable pigs were accepted by Harega for their moga. We selected three pigs and rejected the rest as either being too small or diseased.

One pig was shot and left in the swamp to demonstrate the power of the rifle and so the Pari men could trace the path of the bullet. We then patrolled their area saying we required another twelve pigs to complete our moga before the attack incident would be closed.

Returned to camp at 6.15 pm.
Plenty of food.
Rain at night.

Wednesday, 6th.

Away at 10.30 am to patrol the Pari area again. We went as far as Toro base camp and spoke to Haya and to Pari men. They promised the moga would be completed to-morrow when we had moved to Toro base camp.

Returned to Yetemari at 5.45 pm.
Plenty of food.
Rain at night.

Thursday, 7th

Departed Yetemari at 9.40 am to arrive Toro at 11.40 am. In afternoon, Haya and his line brought food to the camp.

Later, a large group of Koroba and Pari men brought the twelve pigs and, the moga having been accepted, friendship was re-established. Three pigs were shot and distributed.

Plenty of food.
A little rain at night.

Friday, 8th

When Karua and Kanimo lines reported to carry cargo, we left Toro at 8.45 am and, with Haya leading the way, proceeded north to Quonimo at 10 am. Here marked out a base camp and began construction of buildings.

Discussion re fight. It appears Elabie/Togoya of Pari shot Para of Harega and that started the fight.

Rain at 12.30 stopped work until 3.30 pm. Very many men and children in camp helping on buildings and bringing food. No women.

Sent out word that Elabie/Togoya was either to come to patrol himself or be brought in. Plenty of food.

DIARY.Saturday, 9th February, 1957.

Construction of base camp continued with many men, women and children helping.
 Elabi/Togoya appeared, was tried and convicted.
 Work went on ~~uninterrupt~~ uninterrupted.
 Plenty of food.
 Rain at night.

Sunday, 10th.

Construction of camp completed.
 Plenty of food.
 No rain.

Monday, 11th.

Left Quonimo at 8 am to reach Koroba at 11.30 am.
 Radio conversation with District Commissioner.
 No rain.

Tuesday, 12th.

Delayed by rain and disinclination of Koroba men to appear to carry, but away by 10.45 am in light drizzle.
 Mr. Browne took patrol to river camp via Hedamare while I followed behind remarking grades and then proceeded up Pogunda valley and rejoined patrol at Tagari river.
 Received a complaint about an assault by Munima men.
 Intermittent rain all day and again at night.
 Plenty of food.

Wednesday, 13th.

Bridge work re-commenced.
 Mr. Browne proceeded Tari.
 Went to Munima to remind all to appear for work and to investigate assault complaint. Waralo/Igila and Tumbiarigo/Gwolimar, both of Munima, arrested, tried and convicted for this assault.
 Plenty of food.
 Showers at night.

Thursday, 14th

Bridge work.
 Father Tomassetti came over for a visit.
 Visited Arua after labour.
 Hedamare - Munima, moga discussion.
 Plenty of food.
 No rain.

Friday, 15th.

Bridge work.
 Mr. Browne returned from Tari and proceeded to Koroba.
 Visited Tani and Hiwa after labour.
 Light showers from 1 pm and at night.
 Plenty of food.

Saturday, 16th.

Bridge work.
 As few men had turned up for work, walked through Munima, over Para creek to Whenanie, across Tagari river to Tagarbor and returned to bridge site.
 Fr. Tomassetti came over late afternoon for visit.
 Showers from 9.30 am and intermittent rain from 11.30 am.
 Plenty of food.

Sunday, 17th.

DIARY.Sunday, 17th. February, 1957.

A good line turned up for work.
Plenty of food.
Morning showers and rain at night.

Monday, 18th.

Again a good line at work.
Visited by two Tari Village Constables after moga payments.

Fr. Tomassetti to inspect work in afternoon.
Plenty of food.
Showers from 11 am and rain at night.

Tuesday, 19th.

Bridge work.
Overnight rain continued till 11 am and showers for the rest of the day. Nevertheless about 100 turned up for work between showers.

Mr. Browne returned from Koroba early pm.
Plenty of food.
Rain at night.

Wednesday, 20th.

Bridge work and moga discussions.
Overnight rain continued until 11.30 and there were showers until late afternoon.

In early afternoon proceeded to inspect work on Tambugwa and Deewee ridges. Marked again further sections on both these ridges.

Plenty of food.
Showers at night.

Thursday, 21st.

Bridge work.
Unfavourable weather continued with overnight drizzle till 11.30 am and showers till late afternoon.

Plenty of food brought, but only after we had asked for it.

Friday, 22nd.

Despite fine day (or because of it), smaller line appeared for work.

Messrs. Crellin and Claridge for visit to bridge site. Fr. Tomassetti also came across with them and this party returned Tari at mid-day.

In afternoon, went through Tani, Hiwa, Tani, Munime, Whenanie and across to Tegarbor before returning to river camp at 6 pm.

Food a little short to-day.
Showers at night.

Saturday, 23rd.

Bridge work.
Overnight drizzle kept up all morning. Because of large native celebrations at Iobidia, few men at bridge site.

Insufficient food brought to patrol.
Heavy rain from 3 pm.

Sunday, 24th.

DIARY.

9.

Sunday, 24th February, 1957.

Bridge work.
Although celebrations still on, a visit to areas as far south as Munima resulted in a fair line at work.
Rain at 3 pm.
Plenty of food.
Light rain at night.

Monday, 25th.

Bridge work.
Walked as far as Munima and collected a good line. Native
Light morning rain until 11.30 am.
administration hearing moga disputes.
Large quantities of native foods brought to patrol.

Tuesday, 26th.

Bridge work.
Went as far as Tani and collected a good line.
Received word that District Commissioner would not be out to bridge site.
Heavy rain at 2 pm.
Plenty of food.

Wednesday, 27th.

Overnight light rain continued until 10 am. One
line of stores under police supervision sent to Koroba.
Patrol left river at 9.15 am, reached Hedamare at 10.15 am
and came up to Pagana, Humberu base camp (5300 ft.) at 12.30 pm.
Began adding another two buildings to this camp.
Plenty of food.
No rain.

Thursday, 28th.

Because of many helpers, buildings soon finished. Very many men, women
Discussions with headmen.
and children in camp.
Plenty of food.
No rain.

Friday, 1st March, 1957.

Away at 8.30 am and proceeding through Naggia gorge
came up to Muri base camp at Parabare at 11.15 am.
Very many men, women and children in camp.
A few moga disputes discussed.
Plenty of food.
Rain from 2 pm.

Saturday, 2nd March, 1957.

Left Parabare at 7.15 am to come up to made road at Hagu at 8 am.
Mr. Browne and patrol proceeded Koroba while my party walked to Kobona and Lukarin ridge, inspecting road work and re-emphasizing road pegs.
We then returned to Koroba 11.30 am thus completing Duna Patrol No 5 1956-7.

.....

NATIVE AFFAIRS.Kroba to Tagari River.

Native affairs here are most satisfactory and have been discussed fully in previous reports. / The people are learning to respect and obey our laws.

Shortly it will be possible to appoint Village Constables in this area.

Humburu - Muri area.

We had not fully patrolled the Humburu area since July, 1956 so a patrol to our base camp here was long overdue.

Again we discussed the recent Humburu - Jagan (Muri) fight (Duna P/R No4 1955-6.) and, although moga payments have yet to be made, affairs have returned to normal.

Three headmen were introduced to us and this augurs well for the administration of the area as before no one would admit to holding this position.

The Muri locality is closely connected to us and daily women from here bring vegetables and building materials to the station. Our stop here then

was more of a courtesy visit as we passed through their territory and to allow them to bring any disputatious incident to our notice. We were presented with

some tricky and involved moga problems with which we are still struggling as witnesses are still arriving.

Mogorofurwa Area.

This is the latest area to come directly under our control and since October, 1956, we have ordered that fighting here must definitely cease (Duna P/R No2 1956 - 7.).

These people, however, have not had a lot of contact with us so we did expect and can still expect further outbreaks of trouble before they really see the sense in our laws.

This outbreak of fighting had no connection with the clash investigated in October, 1956 and the facts were these.

K

Some years ago, Konsto of Pari was fighting with a Sundugwa line and Tayilie of Harega who was helping him received a serious wound. Later, Tayilie was fighting with Sundugwa and Kerembi, nephew of Konsto, came in to help him. Kerembi received a slight wound.

On 2nd February, 1957, it was decided to pay mogas to the relations of these men. Para, son of Tayilie,

was to receive nine pigs and Elabi, brother of Kerembi, was to receive six pigs. The pigs were produced, but

the nine Elabi brought to give to Para were large and the six Para brought to give to Elabi were only small because Kerembi's wounds were only slight. Seeing the pigs,

Elabi became angry, seized his bow and shot Para and another Harega man. The wounds inflicted were only superficial.

The Harega line fled while Elabi took the fourteen pigs with him.

On 3rd February, the Pari line, having summoned all their allies, went down into the swamp and began the fight.

We succeeded in splitting the two parties, but, as tempers were fully aroused and somewhat frayed, we were showered with arrows. After sufficient time had

been given to allow their fervour to diminish and their allies to disappear, we went down to speak to them.

We demanded satisfaction for the attack and in their typically vacillating fashion, they finally paid us a moga as is their recognised procedure.

NATIVE AFFAIRS (Cont.)Mogorofugwa Area.

We had emphasised this moga had nothing to do with the original cause of the fight, but was solely for the attack on our party. Once we had accepted the moga of 15 pigs and friendship was re-established, we began to discuss the causes of the fight. We ordered Elabi either to come or to be brought to us and tried and convicted him of riotous behavior.

This incident is now closed as no one was seriously injured or killed and no mogas will be demanded.

It is a little too early to hope that this will be the last outbreak of any fighting here though we expect any outbreak will be small and short lived.

Thus, the position here is quite satisfactory and close contact will be kept with the area.

Both Haya and Tageabu, the headman of ~~the~~ Atwe, are now at the station to report on the ~~present~~ present (4.3.57) position.

ROADS AND BRIDGES.

Supervision of the construction of the Tagari river bridge occupied most of our time this patrol. We were indeed fortunate that from the 6th to 25th January, 1957 Father Tomassetti was able to stay with us and advise.

During our second trip to the river, he made several visits to the bridge site and again gave much needed advice and assistance.

This bridge will have an overall length of approx. 150 ft. while the distance between the towers (i.e. the actual span over water) is 74 feet. Also, it is hoped to re-inforce this span so that there will be little "give" when a vehicle crosses.

Good progress has been made during the time so far spent on this work. All the foundations are in, the anchors finished except for securing the cables and the positioning of the stone of which the anchor consists and most of the two approach sections, including some of the decking, have been completed.

On the Tari side, we have shifted a small mountain of earth to procure an easy approach to the bridge. We have had the help of a large gang of men from Karita, Arua, Tagarbor, Hubie, Iobidis, Whenanie, Munima, Tani, Hiwa, Puranie and Peta; some of them on alternate days.

Meanwhile, work has continued on other sections of the road. Progress on Tambugwa ridge, although slow, continues and the road has reached the first ridge top (Tumberparoo 5670 ft.). Here we have entered our first limestone-studded section. Much of this has been broken, but explosives will be needed in some spots.

A group of Tagarbor men have begun work on taking the road down the other side (Deewee ridge) of this ridge.

As mentioned in previous reports, the population of both Deewee and Tambugwa ridges consists of only two or three families and most of their groups, particularly the Tagarbor group, have to walk hours to the work. At last, however, a start (from the top) has been made on Deewee and 200 yds. already cut. The road route down this ridge had already been cleared. When the Tagari bridge is completed, a patrol will be detailed to sit down at Edaebo base camp and then we shall obtain the assistance of others groups on the work also.

Once the road crosses these ridges satisfactorily, it will be ready for traffic as work on other sections is going ahead well.

MEDICAL AND HEALTH.

This trip we had the services of three different H.M.Os to give medical attention to labourers engaged on road and bridge work and, where possible, to render first aid to anyone who might seek it.

Very many large sores and abrasions were dressed, but apart from these the general health appears good.

Most of these large sores are aggravated by the soothing application of rotted vegetable matter and mud with which many of the people plaster them.

CONCLUSION.

Now that the road is so far advanced, more attention will be given to the proper bridging of the numerous streams between the Tagari river and Koroba. It is unfortunate that at this stage all the people in the sub-district do not have a road to build as this work and our constant moving among them certainly has a civilising effect.

Patrols, however, will keep close contact with these newer areas to ensure peace is maintained and to enable the people to see our interest in them and their welfare.

N. J. Grant

N. J. Grant, P.O.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of.....SOUTHERN HIGHLANDS..... Report No.....6 of 1956/7.....

Patrol Conducted by.....N.J. Grant, P.O.....

Area Patrolled 1. Koroba - Tagari river. 2. Paru valley.....

Patrol Accompanied by Europeans.....R.S. Browne, C.P.O. Part Time.

Natives.....6 members R.P. & N.G.C.

Duration—From 15./3./1957 to 26./4./1957.

Number of Days.....10 days on patrol.....

Did Medical Assistant Accompany?.....No.....

Last Patrol to Area by—District Services.....Part. M/1957; Part May, 1955.

Medical /...../18.....

Map Reference.....Refer. Pari. P.R. No. 7, 1954-5 and Duna. No. 1956-7.....

Objects of Patrol.....1. General Administration.....2. Prevention Tribal Fighting.
.....3. Road and bridge construction.....

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

616/1957

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

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

NA.30-18-59

25th June, 1957.

The District Officer,
~~MOBILE~~

Patrol Report, HUNA, No.6 - 56/57.

The erection of buildings in an area where the people are at such a degree of influence has been most effective in the past, and I expect, will continue to be so.

The arrest of PUGARAPA was neatly performed and has apparently had the desired effect.

Such quick, effective action must surely enhance our prestige with these people.

The co-operation between the Mission and Administration is fine. Good work by Mr. Grant.

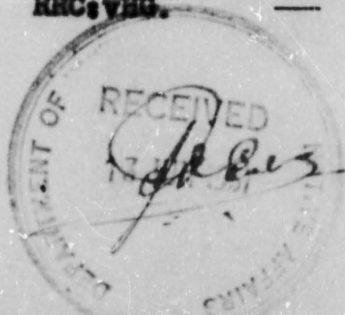
8/A JSM
25/6

A.A.R.
P.C. (A.A. Roberts)
Director



30/8/57 ✓

TERRITORY OF PAPUA AND NEW GUINEA
RRC:VHG.



In Reply
Please Quote
No. 30/1 - 1188.

District Office,
Southern Highlands District,
MENDI.

8th June, 1957.

Assistant District Officer,
KOROBA.

P/R. Duna 6-56/57
Mr. N.J. Grant.

Your 30/1 of 3rd May and accompanying Report is acknowledged.

2. This report is a good record of consolidation in your area and even though the people worked amongst are valatile and likely to break into fights without warning your influence must have had a marked effect by reducing the number of such incidents.

3. Mr. Grant is complimented on the work he has put into the Tagari Bridge and Tagari/Koroba Road and I will ensure his and the District's thanks are passed on to Fr. Tomasetti for his invaluable assistance.

Minute to -

The Director,
Department of Native Affairs,
PORT MORESBY.

(Robt.R. Cole)
District Commissioner.

A very valuable report of consolidation work coupled with road and bridge work.

Herewith :-

Report in duplicate,
Camping allowance claim - R.C. Browne.
" " " - N.J. Grant.

(Robt.R. Cole)
District Commissioner.

RRC:VHG.

30/1 - 1188.

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Southern Highlands District,
MENDI.

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" " " - N.J. Grant.

(Robt.R. Cole)
District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

In Reply
Please Quote

No. 30/1.

Sub-district Office,
Koroba.
2nd May, 1957.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA PATROL REPORT No 6 of 1956-7.

Officer conducting Patrol.

N.J. Grant, P.O.

Areas Patrolled.

1. Koroba - Tagari river.
2. Paru Valley.

Objects of Patrol.

1. General Administration.
2. Prevention Tribal Fighting.
3. Road & bridge construction.

Duration.

15th March, 1957
to
26th April, 1957 (40 days)

Personnel Accompanying.

European.

R.C. Browne, C.P.O. Part.

Members R.P. & N.G.C.

- No5311B Const. Pahun
- No9160 " Nawe
- No8972 " Kauka
- No6972 " Loman
- No7805 " Gerahu
- No8471 " Yaput.

Interpreter.

Angobe
Cobear.

N.M.O.

This group from 15th March to 13th April, 1957.

- No3555 Cpl. Yagi
- No8471 Const. Yaput
- No7866 " Maliongun
- No9160 " Nawe
- No7905 " Gerahu
- No8802 " Morua

Interpreter.

Hell.

N.M.O.

Cobear.

This group from 22nd to 20th April, 1957.

Map.

Refer those maps submitted
Tari patrol No 7 1954/5.
Duna patrol No 4 1956/7.

.....

INTRODUCTION.

The Paru valley to the North and North East of Koroba and separated from it by two large ranges had been visited in Tari patrol No 7 1954-55. During recent months, a group from this area in company with their headman, ~~F. L. H. H. X~~ Hoyenie of Pelapuli, Warmu, had been staying with their Koroba neighbours and presenting themselves for work on the roads near Koroba. This is quite a commendable effort since their homes are four of five hours away. Moreover, Hoyenie had reported that in early 1955, Ali Owi of Pea, urged on by his brother, Tamargu, had shot dead Ebogo of Pelapuli and, as sides of pig had not been exchanged, the fight was regarded as unfinished. Now the Pea line were unwilling to exchange the dressed pigs and were anxious to begin to fight. Subsequent enquiries revealed that Ali Owi's father maintained that years ago Ebogo's relatives, having killed one of his line, had neglected to get up the moga. Hence, he had urged his sons to even the score by killing Ebogo.

As we were preparing to return to our bridge work at the Tagari river, we detoured and proceeded thence via the Paru valley to visit this area and its people and to investigate the dispute. We intended to erect at least one building to remain as a constant reminder of the Government and its laws about fighting now that the Warmu had asked us to intervene to prevent a renewal of hostilities here.

.....

DIARY.Friday, 15th March, 1957.

Patrol got away at 8.30am, proceeding in a northerly direction.

We crossed Layya range (6700ft) at 10.30am, Nogapaiui range (7300ft) at 11.50am and descended into Paru valley to put camp at predetermined site (Kuranda, 5700ft) at 12.45pm.

Prior to our arrival, a large crowd had cleared camp site and carried in much kumai and many poles.

Marked out one camp building and began construction of it.

Plenty of food.

Light showers during afternoon and at night.

Saturday, 16th.

Work on rest house.

Discussions held about Waruu-Pea moga payment and threatened outbreak of hostilities.

Firearms demonstration given and messengers sent to Pea headmen.

Plenty of food.

Rain at 4.30pm.

Sunday, 17th

Away at 7am. after overnight drizzle finished at 6.30am. and put camp at Tortar (5300ft) at 10.00am.

Discussions with Pea line and one of their headman, Kworlie. The causes of the trouble, Ali-owi and his brother, Tomargu, were in hiding.

Firearms ~~demonstration~~ demonstration given to Pea line.

Began patrolling Pea area and went as far north as Haiya.

We met Tomargu on the way and he accompanied us back to camp, where sides of pig were exchanged and peace restored.

Plenty of food.

No rain.

Monday, 18th.

Broke camp and away at 5.45am.

Walked south through Waruu, Chitamu, Kwongo, Lulega (Muri line), Erwarn, Kambili (Koroba line) and Humberu to cross the Naggia river at the gorge bridge 2.15pm.

Went on through Hedemare to Tagari river base camp at 5.45pm.

Rain at 2.00pm and all night.

Tuesday, 19th

Work recommenced on bridge but there was only a small labour turn up.

Went south through Tani and north through Arua after labour.

Fr. Tomassetti to inspect bridge in afternoon.

Plenty of food.

Rain at night.

Wednesday, 20th.

Bridge work.

Overnight rain till 9.00am.

Fr. Tomassetti and Mr. Browne proceeded Tari.

Tari Village Constable arrived at camp to report an outbreak of fighting between Tagima and Hiwa lines. He represented Hiwa line. Three men had been wounded he reported and both lines were assembling for the fight.

After collecting N.M.O. Moga from Tani aid post, we went to Tagima-Hiwa boundary where some 40 Hiwa men were waiting with their one slightly wounded man, Getoya (arrow in shoulder).

A short discussion held while Getoya's wound was dressed.

DIARY.

Wednesday, 20th March, 1957. (cont)

The Tagima line was waiting on the surrounding slopes. After unsuccessfully trying to contact them, used one of their fighting barricades to give firearms demonstration and returned to Hiwa group where another demonstration was given.

Representatives from the Tagima line had gone to Tari to report the incident, I was told.

Plenty of food.

No rain.

Thursday, 21st.

Bridge work.

Mr. Claridge came out to investigate Tagima-Hiwa dispute. Mr. Browne returned with him.

Plenty of food.

Showers during day and at night.

Friday, 22nd.

Bridge work.

Went to Tambugwa and Dfewee ridges to inspect and mark further work here.

Returned to Tagari river via Hedamare after inspecting Pogenda and Yugu sections of road.

Plenty of food.

Light showers at night.

Saturday, 23rd.

Bridge work.

Settled Rumu-Rumu--Tani moga involving 9 pigs. Munima moga discussions (40 pigs)

Plenty of food.

Showers at night.

Sunday, 24th.

Bridge work.

Plenty of food.

No rain.

Monday, 25th.

With Mr. Browne, inspected work on Tambugwa and Dfewee ridges and, as only small labour force engaged on Dfewee ridge, walked through Tagarbor to Puranie and thence returned to camp at 5.30pm.

Rejected Munima's counter claim against Tani for 30 pigs.

Plenty of food.

No rain.

Tuesday, 26th.

Bridge work.

Plenty of food.

Rain at night.

Wednesday, 27th.

Bridge work.

Mr. Browne returned Koroba.

Visited Tani to revive interest in bridge work.

More Moga discussions.

Plenty of food.

Showers from 12 noon.

Thursday, 28th.

Bridge work.

Visited Munima to witness payment of 40 pigs to Tani.

Plenty of food.

Showers during afternoon and at night.

DIARY.

Friday, 29th March, 1957.

Bridge work.
Again went to Munima to escort men to work.
Inspected progress on Tambugwa and Dteewe ridges where
work is now under police supervision.
Plenty of food.
Rain at 3.00pm.

Saturday, 30th.

Bridge work.
Light showers in afternoon.
Plenty of food.

Sunday, 31st.

Bridge work.
Walked to Tari and collected a good line.
Visit from Mr. Crellin.
Court work.
Plenty of food.
Showers at night.

Monday, 1st April, 1957.

Bridge work.
Plenty of food.
Rain at 4.30pm.

Tuesday, 2nd.

Bridge work.
More pegging and road supervision on Dteewe and
Tambugwa ridges.
Fr. Tomassetti paid visit to bridge site late afternoon.
Plenty of food.
Rain at night.

Wednesday, 3rd.

Bridge work continued.
With Fr. Tomassetti proceeded to Dteewe ridge where
we repegged difficult sections.
Plenty of food.
Rain at night.

Thursday, 4th.

Began suspending wire cables.
Fr. Tomassetti came across to assist.
Mr. Lumden who is to weld some steel plates for
tower posts came out to inspect posts.
Plenty of food.
No rain.

Friday, 5th.

Bridge work.
Visit from Messrs. Cole, Digby, Smith, Crellin,
Claridge and Fr. Tomassetti.
Plenty of food.
No rain.

Saturday, 6th

Bridge work.
Proceeded Tari where spent night.
Plenty of food.
No rain.

Sunday, 7th.

Returned to bridge site.
Plenty of food.
No rain.

DIARY.

Monday, 8th April, 1957.

Messrs. Smith and Lumsden came out from Tari and we proceeded Koroba via Tambugwa and road route.

Tuesday, 9th.

With Messrs. Smith, Lumsden and Browne, departed Koroba and returned to Tagari river via Hedamare.

Mr. Lumsden proceeded Tari.

Showers during afternoon.

Wednesday, 10th.

Bridge work.

Mr. Smith explained some principals of road pegging and demonstrated possibility of relocating road route from Tagari river up to present road site at a slope of 5%.

Mr. Smith returned to Tari.

Plenty of food.

No rain.

Thursday, 11th

Bridge work.

Eriebo, headman of Tagarbor, reported that some years ago when the Whenanie and Hubie lines were fighting, Pugarapa of Pela who was helping Whenanie was wounded. Whenanie paid him a moga of one pig, but he was not satisfied. A Whenanie man had now taken up residence at Tagarbor so last night, Pugarapa and his line had come to Tagarbor, burnt some houses and stolen a pig and had now assembled to fight.

We got away at 2.00pm. and attempted to surround a group of armed warriors in the Pela area. We captured only one so, on the off chance, decided to visit Pugarapa's house. Here we found him sheltering from the heavy rain. He was handcuffed and taken back to camp without incident.

I proceeded Tari by jeep at 6.45pm.

Plenty of food.

Rain from 2.00pm.

Friday, 12th.

With Mr. Smith, did an air survey of Lake Kapiargo area.

This morning, Mr. Browne had proceeded Koroba with half patrol.

Returned to Tagari river in afternoon.

Heavy rain caused floating Tagari bridge to break.

Plenty of food.

Saturday, 13th.

After repairing bridge and collecting more carriers, patrol proceeded Koroba.

Sunday, 14th.

Observed.

Monday, 15th.

Repegged Kukarin ridge.

Returned Koroba per motor cycle.

Tuesday, 16th.

Supervision roadwork at Kobona.

Returned Koroba by motor cycle.

Wednesday, 17th.

Roadwork Kobona.

Returned Koroba.

DIARY.Thursday, 18th April, 1957.

Roadwork Kobcha. Returned Koroba.

19th to 21st April, 1957.

At Koroba.

Monday, 22nd April, 1957.

Proceeded to Tagari river via Tambugwa.
 Plenty of food.
 Rain at 4.30 pm and at night.

Tuesday, 23rd.

As necessary bridge materials not to hand, an easy day.
 Plenty of food.
 No rain.

Wednesday, 24th.

Mr. Browne proceeded Tari.
 Roadwork at Koroba side of bridge approach.
 Visit from Mr. Crellin.
 Plenty of food.
 No rain.

Thursday, 25th

Anzac day.
 Plenty of food.
 Rain at night.

Friday, 26th April, 1957.

Patrol returned Koroba.

.....

NATIVE AFFAIRS.

1. Paru valley.

Up until this patrol, the Paru area had been influenced by us only by coming into contact with their neighbours, the Korobas, who are directly under our care. Despite our few and brief visits to their locality, administratively they are coming along very well and are showing a desire to co-operate with us.

The Pea-Pelapuli incident is now closed satisfactorily as sides of pig have been exchanged and the Government has indicated its interest and concern in their conduct.

2. Koroba - Tagari river Section.

These people are very unpredictable and easily aroused. The incident (see diary entry 11th April, 1957) between Pels and Tagarbor indicates this clearly. Pugarapa, the main person concerned in this near fight, ~~xxx~~ for the past two weeks (not every day of course) had been working with us at the bridge site. His line only needed an excuse before they were armed and ready to fight.

Admittedly, when we turned up they showed no desire to fight and fled in all directions. With their guards posted, their cooks busily preparing food and everyone sitting around talking, these affairs are quite social events.

~~We were lucky in being able to capture Pugarapa so easily as this put an end to the threat of hostilities.~~

NATIVE AFFAIRS.

We were lucky in being able to capture Pugarapa so easily as this put an end to any threatened hostilities.

The pigs that had already been stolen the night before and the houses that had been burnt were paid for and all declared himself satisfied. When Pugarapa has served his gaol sentence, we have promised to look into his moga complaint as he may be entitled to another payment.

During this patrol, as opportunity offered, we settled a few outstanding mogas. These are very important to the people and until every moga has been paid, one can never be sure where the next outbreak of fighting is likely to occur.

.....

CONCLUSION.

It was unfortunate that we were unable to completely finish the Tagari river suspension bridge this trip before we proceed on the Lake Kapiargo patrol. Much of the work has been done, however, and most of the material assembled at the bridge site. Some skill will be required in securing the hanger beams to the cables and getting the stringer beams over the water, but those details can be worked out on the spot when the work is in hand. As the bridge has now taken shape and its completion is in sight, the labour required to handle these beams should be forthcoming.

In conclusion, I should like to acknowledge our indebtedness to Rev. Father B. Tomassetti for his design, his advice and his very able assistance in building this bridge.

A. J. Grant

H. J. Grant

Patrol Officer.

APPENDIX "A" to DUNA PATROL REPORT No. 6 of 1956-7.ROADS AND BRIDGES.

The road from Koroba to the Tagari river is now almost through. All that remains is $\frac{1}{2}$ mile on Deewee ridge, Tagarbor and $\frac{1}{4}$ mile at Kukarin ridge, Kobona. Both these sections which have very little population will prove difficult and will require close supervision if they are to be finished properly. As the road is almost through, other lines have agreed to help with these two sections.

Initially, an attempt was made to peg this road with a maximum grade of 15%. Quite a number of the pegs have been disregarded with the result that in some spots, we now have 20%. These sections, however, will be recut and when the road is open for jeep traffic, there should not be a hill over 15%. One or two sections where the grades were too steep have already been re-routed, but at this stage I would not advise any major changes in the road route to lessen the grades.

It has been pointed out that such a road, while useful for quick access, is of no use commercially as it can be only negotiated by vehicles with fourwheel drive. I quite see the point and, while I remain unconvinced it is as easy to build a road (with shovels and sharpened sticks) with a maximum grade of 5% as it is to build one with a maximum grade of 15%, I feel sure the extra energy, work and money involved would be certainly worthwhile. Perhaps, the Dept. Works in conjunction with Dept. Native Affairs could prepare an instruction detailing maximum grades, elementary principles of road pegging and designs for different bridges, and this instruction be made available to patrol officers.

The Tagari river suspension bridge remains unfinished as we are waiting on some necessary materials before the cables can be secured across the tower posts.

When work resumes, however, we should be able to finish it in under 14 days.

.....

N. J. Grant

N. J. Grant

Patrol Officer.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of SOUTHERN HIGHLANDS Report No. 7 of 1956/7.

Patrol Conducted by N. J. Grant, P.O. and part R.C. Brown, C.P.C.

Area Patrolled Koroba - Tagari river.

Patrol Accompanied by Europeans Nil.

Natives 10 members R.P. & N.G.C.

Duration—From 15./5./1957 to 24./5./1957.

Number of Days 10 days.

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services April/1957.

Medical/...../18.....

Map Reference Same patrol Nov 1956-7.

Objects of Patrol 1. Native Administration.

2. Road and bridge Construction

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

7/6/1957

Robert Cole
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

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

pul

	MIC
	In
Birth	M

NA. 30-18-60

25th June, 1957.

The District Officer,
MSNDI.

Patrol Report, DUNA, No. 7, 56/57

As we remarked, the Patrol Report is nothing more than a record of progress work on roads and bridges; however, such reports are appreciated at this office as it keeps us up to date on what is occurring in your District.

A. A. R.

(A.A. Roberts)
Director

Handwritten initials

Handwritten notes:
8/A
25/6

pul

MIC
In
M

30/1/60 ✓



TERRITORY OF PAPUA AND NEW GUINEA
RECEIVED



In Reply
Please Quote
No. 30/1 - 1189.

District Office,
Southern Highlands District,
MENDI.

7th June, 1957.

Assistant District Officer,
TARI.

P/R. Duna No.7-56/57 - Mr.N.J. Grant.

The Report does not call for comment other than to record further progress on the bridge and road.

The road and bridge should be completed before your Kopiago Patrol returns and I require Mr. Browne to concentrate on this work when not engaged on preparing stores for your air-drops.

I agree with Mr. Grant that roadwork is most important in our programme of penetration and later consolidation. It certainly does demand constant contact between officers and the people and has the added advantage of requiring the people of different groups to mix in a common work and reach an understanding and appreciation of one another which was denied them previously.

Minute to :-
The Director,
Department of Native Affairs,
PORT MORESBY.

(Robt.R. Cole)
District Commissioner.

For your information.

Report in duplicate and camping allowance claims from Messrs. Grant and Browne attached.

(Robt.R. Cole)
District Commissioner.

pul



TERRITORY OF PAPUA AND NEW GUINEA

In Reply
Please Quote

No. 39/1.

Sub-district Office,
Koroba.
25th May, 1957.

The District Commissioner,
Southern Highlands District,
Mendi.

DUNA PATROL REPORT NO.7 of 1956-7.

Officer Conducting Patrol: Part N.J. Grant, F.O.
" R.C. Browne, C.P.O.

Area Patrolled: Koroba to Tagari river.

Objects of Patrol: 1. Native Administration.
2. Road and bridge construction.

Duration: 15th May, 1957 to 24th May, 1957.
(10 days)

Personnel Accompanying:

European	Nil.		
Members R.P. & N.G.C.	No3555	Cpl. Yagi	All Patrol
	No6972	Const. Loman	" "
	No9160	" Nawe	Part "
	No9889	" Yansuang	" "
	No9996	" Akoani	
	No9696	" Tomi	
	No8471	" Yaput	
	No2862	" Barberu	
	No7805	" Gerahu	
	No9687	" Maki	
	No9693	" Kari	
	No7093	" Poku	
Interpreters.	Argobe		
	Hell		

Map: Refer map submitted with Duna Patrol Report No4 of 1956-7.

.....

INTRODUCTION:

The main purpose of this patrol was to do as much work on the Tagari river bridge as was possible before we had to return to Koroba and prepare for this forthcoming patrol to the Strickland Gorge and Lake Kapiaga area.

When this bridge is finished (it was one of the main obstacles in the Tari - Koroba road), we can expect the people to hurry along with the two unfinished sections (on Deewee and Wakarin ridges) of the road as the arrival of the land rover on this side of the Tagari river should lead to an added effort on their part. It might be added that both these ridges contain very little population and we are dependant on the goodwill of neighbouring tribes to help us on these sections.

.....

DIARY:

Wednesday, 15th May, 1957

Left Koroba and proceeded to Tagari river bridge site. In afternoon, went into Tari by land rover.

Thursday, 16th

Returned to Tagari river. Bridge work resumed. Rain at 2.30 pm.

Friday, 17th

Bridgework. Father Tomassetti came across and we positioned iron plates and cable rollers on tower posts. Rain at 3 pm.

Saturday, 18th

Bridgework. Began suspending the hanger beams from cables. Visit from Messrs Arthur, Crellin, Speer and Downie. Fr. Tomassetti returned Tari.

Sunday, 19th

Bridgework. Positioning more Hanger beams. Father Tomassetti returned from Tari.

Monday, 20th

Bridgework. Mr. Sinclair came out from Tari and leaving Cpl. Yagi in charge of patrol, we proceeded Koroba in the afternoon.

Tuesday, 21st

Mr. Browne walked to Tagari river to take over the patrol.

Wednesday, 22nd

Self walked to Tambugwa to escort Mr. Williams to Koroba. Mr. Browne reported that to-day party had crossed bridge on temporary stick decking.

DIARY (Cont.)

Thursday, 23rd May, 1957

At Koroba.

Friday, 24th May, 1957

Mr. Browne with Messrs Diamond and Leake and the patrol returned Koroba.

.....

NATIVE AFFAIRS:

KOROBA - TAGARI RIVER SECTION

The people of this area, their dealings with and attitude towards us have been discussed in recent reports. Suffice to add, the position remains very satisfactory and is a good example of the importance of roadwork and its resultant constant contact in leading the people to a better appreciation of our aims.

.....

CONCLUSION:

The work of bridging the Tagari River is now almost completed though some little work remains before it will be open for traffic. All the stringer beams have yet to be bolted, some lengths of the hanger beams adjusted and the decking nailed while the Koroba side road approach has yet to be filled.

With the completion of this bridge, much will have been done to finish the road. Now only two sections remain to be cut although there are numerous improvements which must be made before the road is ready for vehicular traffic.

N. J. Grant

N. J. Grant, P.O.

DAIRY.

Tuesday, 21st May, 1957.

Left Koroba 8.15 am. and arrived Tagari River 12.25 pm.
In afternoon assisted Fr. B. Tcmassetti in completing
the suspension of hanger beams
Light rain during night.

Wednesday, 22nd May.

Temporary decking constructed of native rope
and timber.

Mrs. R.R. Cole, Messrs R.M. Williams and R.M. Claridge
visited camp and crossed the suspension bridge.

Accompanied Mr. Williams to Tambugwa where we were
met by Mr. Grant who returned to Koroba with Mr. Williams. Self
returned to Tagari River camp.

No Rain.

Thursday, 23rd May.

Bridgework continued.

Stringer beams put on the bridge which enabled the
planking to start on both ends.

Mr. R.M. Claridge accompanied by Messrs Leake and
Dimond of Dept. of Information visited bridge in afternoon.

Light rain during night.

Friday, 24th May.

Temporary joining of Stringer beams enabled decking
to be put across the bridge.

Messrs Leake and Dimond arrived bridge at 11.00 am.

Broke camp 11.30 am. Accompanied by Messrs Leake
and Dimond, the patrol crossed the nearly complete suspension bridge
and proceeded Koroba.

ROADS AND BRIDGES.

Although temporary decking has been put across the
whole bridge, the two center stringer beams are not positioned
properly and have only been temporarily with two end beams at
both sides. The end Stringer beams are in position and permanent
decking is now in place on these beams.

Before the bridge is finished a great deal of
adjusting has to be done especially the center hanger beams.
The creosoting and nailing of the planks will also take some
time but the bridge should be able to take traffic in less
than a month provided no difficulties occur.

The two uncompleted sections of the road are coming
along slowly due to the lack of population in both areas but it
is hoped that the bridging of the Tagari River will induce
neighbouring groups to help finish the road.

R.C. Browne
R.C. Browne, C.P.O.

Headquarters.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT



District of SOUTHERN HIGHLANDS Report No. DUNA 8 of 1956/57

Patrol Conducted by J. P. Sinclair, a/A. D. C.

Area Patrolled North-West DUNA territory

Patrol Accompanied by Europeans (1) Mr. N. J. Grant, Patrol Officer; (2) Mr. A. Speer, E. M. A.; (3) Mr. R. Maslyn Williams, Senior Producer; (4) Mr. P. D. Dimond, Director; (5) Mr. J. G. Leake, Camera Operator.

Natives 16 members R. P. & N. G. C.; 2 Interpreters; 3 P. H. D. members; 125 Carriers.

Duration—From 29/5/1957 to 6/8/1957

Number of Days 70

Did Medical Assistant Accompany? See above.

Last Patrol to Area by—District Services Part in April-June 1955; part in February-April 1956;

Medical As above for 1955 only.

Map Reference No published maps exist. Refer to patrol maps Hagen-Senik Patrol 1938/39; 1954 A. P. C. Survey; 1955 Sinclair and Spuer; 1956 Sinclair and Lang.

Objects of Patrol (a) The making of a film depicting all aspects of the work of an Administration Patrol in Restricted Territory;

(b) Extension of influence into the DUNA country.

Director of Native Affairs,

PORT MORESBY.

Forwarded, please.

[Signature]
District Commissioner

30/8/1957

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

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

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

17

10th September, 1957

Assistant Administrator

MINUTE

File No. NA. 30-18-67

Govt. Print - 5017/4.66

SUBJECT

PATROL REPORT NO. 8 - 1956/57

ESCORT PATROL FILM UNIT OF THE NEWS AND INFORMATION FILM BUREAU,
COMMONWEALTH GOVERNMENT

It is requested that you bring this Report before His Honour, the Administrator.

The accidental death of two local natives caused by being struck with objects from an air-drop, was most unfortunate. The immediate action taken to compensate relatives no doubt was the solution to the situation created by the unfortunate incident.

A. A. Roberts
P.C. (A.A. Roberts)
Director

Note - It is regretted that this Minute did not reach you earlier. The delay was due to a mechanical fault at this Office.

A copy of the Report was forwarded to Mr. Maalyn Williams on 17th September, 1957.

Mr. Williams advised he has not yet received this copy and a further copy has been forwarded to him under registered cover this day.

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

16.10.57

*I read report & handed it as mine
for forwarding -*

Seen by H.H. M 4/11 18/10 J.D.M.A.

D/P

TELEPHONE:
24 7812
(5 lines)

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF INTERIOR
FILM DIVISION

3 CONDEN STREET, BURWOOD, N.S.W.
BOX 59 P.O. BURWOOD, N.S.W.



Ref. P.P. 919(4)
RMW:MC

Mr. Williams informed we have a copy of this Patrol Report, and Mr. Cole (DC) has already been forwarded to Mr. Williams.

7.10.57.

J.K.W. 1st October, 1957.

ADNA.

Mr. Williams have look

to report

7/10.

Dr. John Gunther,
The Assistant Administrator,
Port Moresby,
PAPUA NEW GUINEA.

Dear Dr. Gunther,

I have seen most of the material that we shot on the recent Patrol in the Southern Highlands and it seems quite good. We should get an interesting and useful film out of it.

Before I left to come down to Sydney I asked Mr. Roberts if he would let me have a copy of Jim Sinclair's Patrol Report covering our expedition as it would be useful to me when we come to edit the film, particularly from the point of view of place names, tribal and personal names, distances and topographical features, etc.

Mr. Cole tells me in a letter that a copy was made for me and that it has been sent to Mr. Roberts along with the regular report. It is possible that Mr. Roberts is away and that his understudy is not sure what to do about it. Would you, if this is so, please arrange for the copy to be sent on to me here.

Regarding our first film, made last year, it is now in New York with Mr. Casey for screening to the United Nations delegates. We are also going ahead with versions in Pidgin and Motuan for use in New Guinea, but I am having some difficulty in getting hold of competent Pidgin and Motuan speakers to help write and speak the commentary. Do you happen to know of anybody on leave who would be competent and willing to help, for a fee.

*Copy of report sent to H.H. -
Report sent 17.9.57
cleared by DNA.*

Yours sincerely,

R. Maslyn Williams
(R. Maslyn Williams)
SENIOR PRODUCER.

P.S. I hope that the Kuru film meets the requirements of PHD.

*Copy of Report sent to Mr. Williams -
Plan & cleared J.K.W.
17/10. ADNA*

MA. 30-18-67

10th September, 1957

District Officer,
MUMBAI

PATROL REPORT NO. 8 - 1956/57 - MUMBAI

Receipt of the above-mentioned Patrol Report is acknowledged.

The matter of the use of Lake Kapiaga as a flying base will be taken up in separate correspondence.

I fully concur in the remarks contained in paragraphs 2 and 3 of your covering memorandum to the Assistant District Officer, Karcho.

I feel that there is little I can add to your remarks, except to congratulate all those concerned in their fortitude and resilience in meeting an unprecedented number of misfortunes in such a short period.

Mr. Sinclair has painstakingly recorded the problems which confronted the patrol and the manner in which they were solved, and I feel that the file prepared should give the visitors a comprehensive and informative picture of the work performed by our Officers in the Field in areas where the Administration has limited influence.

Mr. Spear was obviously a tower of strength to the patrol.

The Patrol Report will be brought before the notice of His Honour, the Administrator.

A.C.H.
(A.A. Roberts)
Director
PC

In Reply Please Quote No. 30/1 - 209.

30th August, 1957.

Assistant District Officer,
KORORA.

P/B. Duma 6 - 1956/57.

Receipt is acknowledged of the Report and attachments.

2. The patrol certainly did have it's share, and more, of difficulties and misfortunes and it is to the credit of you as the leader and to your associates and police that such a problem was overcome cheerfully and with the maximum of harmony amongst all concerned.

3. Full marks must be given to Mr. Crallin and his staff at Tari for the manner in which they co-operated in the unspectacular but very vital work of preparing stores, handling radio traffic and organising your work at base. The task was not easy.

4. Film Unit Operations.

Mr. Maslyn Williams has advised me that he is very satisfied with what his unit recorded on the patrol so if it meets with The Minister's approval and is given a wide circulation your patrol will have made a valuable contribution to the Territory and one which should more than compensate for the difficulties and discomforts your party experienced.

5. Native Affairs.

It appears that there is quite a degree of Administration influence throughout the area patrolled. This is indicated by your reports of freer movement and more trading amongst the people and by the friendly receptions given your party.

Your problems of recruiting carriers, the "Kapiagu sickness" and the Strickland-fear are only a few of the problems we must face in opening up this area. I am confident that given sufficient staff we could soon overcome all these difficulties but regular patrolling is essential and with the very limited staff available to us I am afraid it will be a long and tedious task.

6. Communications.

I am very pleased to have your favourable report on the A.510. It certainly appears to be better equipment than anything we have had before.

To quote you, "its value was graphically demonstrated during the 2 emergencies on this patrol" and I hesitate to think of the complications which could be associated with these incidents without the assistance of radio.

Please return the U/S 3360 crystal as soon as possible.

7. Strip Sites and Station Sites.

I understand the Department of Civil Aviation official was not very happy with Lake Kapiagu for use by floatplanes but this will be further explored.

OVER ...

20/11/67 ✓

I do not wish you to proceed with the establishment of a Post at Lake Kapiagu at present. It would be quite foolish to have Messrs. Grant and Brown commence operations and then disband the project after a few months. Rather I require you to concentrate on the larger population on the Para and if possible select a station and strip site which can first be established as a Base Camp. This area is much closer to Koroba and could be regularly visited by you even with a short staff.

Kapiagu has a very difficult L. of C. and at this stage in our development could not be satisfactorily serviced without an airstrip and apparently this would be very difficult.

8. Once again Mr. Spear has made a very valuable contribution to our extension work. He is a very competent officer and all members of your party must be grateful for the conscientious role he played on the patrol. He certainly was indispensable in your party.

9. I consider you achieved the objects and compliment you and your party on a job well done under difficult circumstances.



Robert R. Cole
(Robt. R. Cole)
DISTRICT COMMISSIONER.

MINUTE to:-

The Director,
Department of Native Affairs,
PORT MORESBY.

Report in duplicate, patrol map and camping allowance claims herewith.

I understand the Film Unit are well satisfied with their material and if so we must consider the patrol successful in its achievement.

Native affairs work was limited by the demands of the Film Unit but any movement of Administration patrols in this area has a value in extending influence.

A separate report is submitted on the airdropping accident at ADZUGARI.

Would you please advise me on the official attitude towards Lake Kapiagu as a flying base.

Robert R. Cole
(Robt. R. Cole)
DISTRICT COMMISSIONER.

RRC:VHS.

Southern Highlands District,
MEHDI.

30/1 - 209.

30th August, 1957.

Assistant District Officer,
KORORA.

R/R. Duna 8 - 1956/57.

Receipt is acknowledged of the Report and attachments.

2. The patrol certainly did have it's share, and more, of difficulties and "adventures" and it is to the credit of you as the leader and to your associates and police that each problem was overcome cheerfully and with the maximum of harmony amongst all concerned.

3. Full marks must be given to Mr. Grollin and his staff at Tari for the manner in which they co-operated in the unspectacular but very vital work of preparing stores, handling radio traffic and organising your work at base. The task was not easy.

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I understand the Department of Civil Aviation official was not very happy with Lake Kapiagu for use by floatplanes but this will be further explored.

OVER ...

I do not wish you to proceed with the establishment of a Post at Lake Kapiagu at present. It would be quite foolish to have Messrs. Grant and Browne commence operations and then disbandon the project after a few months. Rather I require you to concentrate on the larger population on the Para and if possible select a station and strip site which can first be established as a Base Camp. This area is much closer to Korohe and could be regularly visited by you even with a short staff.

Kapiagu has a very difficult L. of C. and at this stage in our development could not be satisfactorily serviced without an airstrip and apparently this would be very difficult.

8. Once again Mr. Spear has made a very valuable contribution to our extension work. He is a very competent officer and all members of your party must be grateful for the conscientious role he played on the patrol. He certainly was indispensable in your party.

9. I consider you achieved the objects and compliment you and your party on a job well done under difficult circumstances.

Robert R. Cole
(R. P. Blue (Robt. R. Cole)
DISTRICT COMMISSIONER.

MUNUTE to:-

The Director,
Department of Native Affairs,
PORT MORESBY.

Report in duplicate, patrol map and camping allowance claims herewith.

I understand the Film Unit are well satisfied with their material and if so we must consider the patrol successful in its achievement.

Native affairs work was limited by the demands of the Film Unit but any movement of Administration patrols in this area has a value in extending influence.

A separate report is submitted on the airdropping accident at ADZUGARI.

Would you please advise me on the official attitude towards Lake Kapiagu as a flying base.

Robert R. Cole
(Robt. R. Cole)
DISTRICT COMMISSIONER.

Territory of Papua and New Guinea

File: 30/I

The District Commissioner,
Southern Highlands District,
MENDI



Sub-District Office,
KOROBA
Southern Highlands.

1st. September 1957.

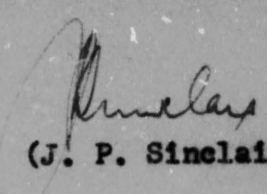
DUNA Patrol Report No. 8 of 1956/57.

The above-mentioned Report, supported by Map and Camping Allowance Claims, is forwarded herewith.

An extra copy of the Report has been included. If agreeable to Headquarters, could this extra copy be forwarded to Mr. R. Maslyn Williams. He requires a copy of the Report for use in compiling his notes and commentary for the film recently obtained on this patrol.

The Map forwarded is a sunprint of the original map that I submitted last year to accompany the report on North-West Tari Patrol Report No. 2 of 1955/56. It would be appreciated if you could arrange for TWELVE (12) additional sunprints of this map to be made and forwarded to Koroba. I am building up a series of maps of scale 1:100,000 of the DUNA country (the only scale that is of any use at all in unmapped country) and this particular map is a key map.

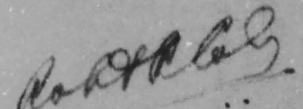
Minute to -
The Director,
Department of Native Affairs,
PORT MORESBY.


(J. P. Sinclair) a/A. D. O.

For information, please, f

✓ May a copy of the Report be forwarded to Mr. Maslyn Williams and 12 further Sunprints returned to Koroba please. I understand the original is held in your office.

Action sent taken C. 10/10.


(Robt. R. Cole)
District Commissioner.

Mendi File No: 30/1. 2/9/1957.

Territory of Papua and New Guinea



File: 30/I.

Sub-District Office,
KOROBA,
Southern Highlands.

8th. August, 1957.

The District Commissioner,
Southern Highlands District,
MENDI.

Special Report

Patrol Report No. DUNA 8 of 1956/57.

Report of a Patrol from KOROBA to areas to the North-West, including LAVANI VALLEY, STRICKLAND GORGE, LAKE KAPIAGU, and the PARU RIVER, escorting the Film Unit of the News and Information Film Bureau, Commonwealth Government.

Officer conducting patrol: J. P. Sinclair, a/A. D. O.

Accompanying patrol:
Europeans (Administration): Mr. N. J. Grant, Patrol Officer.

Mr. Albert Speer, E. M. A.

(Film Unit) Mr. R. Maslyn Williams, Senior Producer.

Mr. P. D. Dimond, Director.

Mr. J. G. Leake, Camera Operator.

(Mr. Dimond and Mr. Leake both from Supreme Sound Studios, Sydney).

Areas Visited:

MOGOROFUGWA SWAMP, LAVANI VALLEY,
TUMBUDU VALLEY, STRICKLAND GORGE,
LAKE KAPIAGU, PARU RIVER.

Duration of patrol:

From 29th. May, 1957, to 6th.
August, 1957.

Total number of days on patrol:
70.

Accompanying patrol: Natives.

Royal Papuan and New Guinea Constabulary:

16 Members.

Interpreters:

2.

P. H. D. Staff:

3.

Carriers: HURIS and WABAGAS: 55.)

WESTERN HIGHLANDERS: 70)

125 Carriers.

Objects of patrol:

(a) The making of a Film depicting all aspects of the work of an Administration Patrol in Restricted areas. The Film was shot in 35mm. Eastmancolor Film.

(b) Continuation of the extension of influence in the DUNA country.

Map References:

There are no published maps of any of the country covered. Map submitted is based on time-and-rate compass traverse, and on sketch maps submitted by the Hagen-Sepik

Patrol in 1939, A. P. C. Survey (1954), Sinclair and Speer (1955) and Sinclair and Lang (1955).

INTRODUCTION:

The idea of filming the work of a patrol in restricted and partially unexplored territory was conceived by Mr. R. Maslyn Williams 2 years ago. He has received the full support of the Hon. the Minister for Territories, Mr. Hasluck, in the furtherance of his plans.

There is no doubt, from the viewpoint of the Service, that such a film could prove to be of immense and lasting interest and value, both from the historical point of view and for the stimulation of interest in the Service as a career amongst young Australians of suitable type. There are but few areas left in New Guinea that remain uncontrolled and partially unexplored, and of these areas the DUNA region is the largest and most easily accessible for a Film Unit of inexperienced walkers, carrying a large amount of delicate equipment.

From the very beginnings of this project it has been obvious that Mr. Williams and his associates were prepared to go to great lengths to ensure absolute authenticity of detail. Inasmuch as the prime aim of the patrol was to obtain a balanced film, covering practically aspects of work and life in the bush during a semi-exploratory patrol, it can at once be said that the patrol was a distinct success, despite a remarkable run of bad luck. Approximately 13,000 feet of Eastmancolor Film was exposed. The patrol visited many people, including first contacts, and travelled over a wide variety of terrain, ranging from the high isolated valley of LAVANI at over 7,000 feet, to the rugged limestone country of the Strickland Gorge at around 2,000 feet. All the important aspects of this type of work, including the work of an experienced European Medical Assistant, received attention. The Film Unit is confident that they have obtained fine material. They estimate that the material obtained will eventually cut down to a finished film of around 40 minutes duration.

I feel that from the historical viewpoint, in particular, the finished film should be of great value. The great work of exploring the hinterland of New Guinea has long since been done, and we possess no record on film of this work, of the methods used and of the difficulties encountered. In a very few more years the last of the pockets of uncontrolled territory yet remaining will have been brought under full control, eliminating the need for the lengthy traversing patrol of an exploratory nature. It cannot be doubted that but for the readiness of the News and Information Bureau to spend the time effort and money necessary to obtain a film of the work of an exploratory patrol in the largest remaining area of Restricted Territory, that this vital but vanishing phase of the work of the Department would have run its course unrecorded. The finished film should attract suitable Cadets to the Department of Native Affairs and the Department of Public Health. At the political level, it should help to explain why it is that in this year of 1957 there are still areas of country in the interior not under control.

The organization of the patrol was something of a problem. Fresh supplies of film had to be kept up to the party in the field, as for technical reasons the Unit could not carry sufficient raw film to do the whole job. Exposed film had to be walked out to Tari for transmission to London at irregular intervals. As the film used is not capable of tolerating extremes of temperature and humidity, storage and carrying was difficult also. Two 35mm. "Eyemo" movie cameras with full accessories, heavy tripods, reflectors, a delicate tape recorder and allied equipment all had to be most carefully packed and disposed against the rigours of travel.

Because of the large proportion of this "unproductive" weight to patrol stores proper, and because of the large European complement, 125 carriers were needed. It also meant that only some 5 days full rations could be carried even with so large a number of carriers, and the patrol was supplied therefore by airdrop. Rate of travel was very slow, because of the frequent stops for filming and because the members of the Film Unit were not accustomed to sustained walking. There were a great many delays in various camps, mainly because of unsuitable weather conditions. In places where a certain sequence was required to fit into the framework of the film, we had perforce to sit and wait for the right weather to come along - and, by and large, our weather luck could hardly have been worse.

There were problems also connected with the size of the patrol to appear in the actual film. I considered that for a normal patrol of 2½ months duration in new country, some 50 carriers would be required. We therefore had to select 50 carriers from our 125, and ensure that only these appeared in the film. None of the technical equipment could be allowed to appear; views of the various camps could logically only include sufficient tentage for a patrol of 50 carriers, 15 police and 3 Europeans. Anybody with experience of this form of long patrolling will understand the difficulties connected with such apparently simple questions.

Nevertheless, all of these matters went well, and the film was obtained. It was not possible to do much native administration because of the necessity to be on constant call for film purposes. However, the very sight of our large cavalcade of over 150 people very greatly impressed the Dunas and very definitely has strengthened our administration in these areas.

The costs of the patrol have been split between the News and Information Bureau and the various Departments, with the News and Information Bureau share standing at 50%.

As I have said, the patrol suffered an extraordinary run of bad luck of various kinds. As will be apparent from the diary entries to follow, in some camps we were held up for day after day waiting for the correct light so necessary to obtain consistent results with colour film, in the absence of artificial light. Two weeks after our departure, Corporal YAGI, in charge of the police detachment, had to be returned medically unfit to KOROBA. As well as depriving us of his valuable service, this meant re-shooting various sequences in which YAGI had appeared. Less than a week later Mr. Speer, E.M.A., was forced to walk a dangerously sick carrier out to the Tumbadu River for evacuation. Two days later a mishap during a vital airdrop of 3,000 feet of film resulted in probable damage to the film which rendered it useless, and again it was necessary to walk out to obtain replacement stocks. This accident also had the effect of wiping out the reserve stocks of film that the Unit were depending on, and so hurried arrangements for new stocks had to be made from the bush. We were fortunate in that a fortnight after our departure 2 new A510 portable transceivers were sent out to replace the unserviceable TRP-1A that had been in use for the preceding 2 years, and from this point on our wireless communications were generally very satisfactory - a stroke of good fortune, as later events proved.

Ten days after the loss of the film, a Gibbes Sepik Airways "Norseman" aircraft, VH-RNE, crashed near LAKE KAPIAGU following an airdrop of supplies to the patrol 20 miles away in the STRICKLAND GORGE. As the aircraft had no wireless communications after the crash, we did not know whether any of the party of 4 aboard had been injured or not, and we were uncertain of the reactions of the natives in the vicinity. Mr. Speer and myself made a forced march back to the scene of the crash, leaving the patrol to follow on. We found that all members of the party were safe. The aircraft is at present

4.
in the process of being carried out to Tari piecemeal by a Gibbes Sepik Airways party escorted by a patrol led by Mr. R. M. Claridge, Patrol Officer.

It was at this stage that carriers started to go down with some acute form of pyrexia which Mr. Spear considered to be Dengue Fever. At one stage 30 of our 125 carriers were out of action, and of these 12 became very sick indeed. Few of these 30 carriers were able to carry for the remainder of the patrol, and 20 local people had to be recruited to fill their places. Eventually 11 carriers were evacuated. During this period, too, I had the misfortune to contract a slight hepatitis which further slowed the progress of the patrol.

The crowning stroke came towards the end of the trip, after 62 days. On Monday 29th. July, at ADZUGARI Camp on the ZARU, G.S.A. "Norseman" aircraft VH-ASN came over to drop supplies, and during this drop several lots of cargo fell into the camp area, striking 3 local people and 1 carrier. These were immediately evacuated - we were fortunately within 2 days of KOROBA at the time - but in spite of the utmost promptness and full assistance all along the line to TARI, 2 of the local people died of their wounds, and were returned to ADZUGARI for burial.

This completes the catalogue of our misfortunes during this patrol.

The Patrol Diary follows. Because of the special nature of the patrol, the entries are full and only a brief summary will be found in the body of the Report.

PATROL DIARY :

Wednesday 29th. May : Departed KOROBA at 9.25, after great initial confusion with our long carrier line. The departure was filmed by Mr. Leake. Mr. Dimond went on ahead to get shots of the patrol on the move.

Followed our regular track to MOGOROFUGWA. Slow travel; many people seen en route. I arrived at 1.45 and the last of the patrol got in at 2.20. Headman TAGIABU in camp with 60 men and 40 women. A fair quantity of sweet potato traded, and 35 pounds of rice and 20 tins of meat made up a sufficient food supply. Mr. Spear gave treatments.

Several MOGA cases brought up for settlement - an encouraging sign.

Guards set (- guards were posted at every camp during the patrol).

Thursday 30th. May: Spent an hour in sorting out the carriers into three parties for the remainder of the walk: one line of 50 to act as the film Patrol, a second with the technical equipment likely to be needed along the track, and the third forming the balance.

Crossed down onto the fringes of the swamp, striking some difficulty in getting the cameras over the KEMP River. At 9.20 rested in KOGOMO lands where we were met by headman BUGURABA and some 30 of his line.. A lot of people seen, and most assisted with the loads. Near our TORO Camp the cameras were set up to obtain shots of the patrol on the move. TORO Camp reached at 11.15.

A large number of people in camp, and the Film Unit did more filming. Plenty of food in. Several fights amongst the people were traced back to old and unpaid MOGAS, and the

5.

appropriate action was taken.

Could not raise any station on the TRP-IA at 4.15 - our transmission was not getting out. Traced the fault to a defective plug in the microphone and a faulty battery connection.

Camp No. 2: TOEC. Height 5,750'.

Friday 31st. May: Broke camp at 7.30 for LAVANI Valley. Our guides led us to a false ridge and we had to break bush to get back on the right track. At 8.30 the Film Unit set up their equipment and filmed the patrol climbing. Moved up to the last garden clearings at 6,500' and on to a clearing called PATRIOKU at 7,600'. Moved on for the WAGIRIA Pass at 8,500', arriving at 12.15. Descended to the valley and arrived at our campsite of WAGIRIA AT 2.17, the Film Unit getting in at 3.5 p.m. in pouring icy rain.

Patrol thoroughly soaked, which was put to good use by the Unit, as they took several shots of tents being erected in the rain and so on. Practically no visitors and very little food. Had to issue 4 packs of rice and 1 of meat.

Our camp in fair condition. Attempted some repair work on the TRP-IA but again could not raise any station. As efficient communications are a vital necessity on this patrol, decided to send this set back to TARI and obtain a replacement if possible.

A cold, wet night.

Camp No. 3 : WAGIRIA. Height 7,200'.

Saturday 1st. June: This day in camp, filming.

Racks built and the soaked patrol rations set out to dry. People started to come in at around 11.30, with food for sale. They came in their usual fashion, strung out in long thin lines across the swampy valley floor. From a rough camera platform that we built, the Unit took many shots. Some 30 men and 50 women came in. They had very little food, and again we had to issue rice and meat. Mr. Speer gave treatments.

In the afternoon the Unit obtained shots of the patrol on the move in scrub and grass country. At night Mr. Diamond obtained some recordings of night noises.

Another wet night.

Sunday 2nd. June: A very foggy morning. The Unit spent some time with the A.D.A. discussing future shooting plans for the film.

The sun came up strongly at 10.30, and the patrol moved to the edge of the swamplands, Mr. Speer remaining in camp. Until 12.45, the patrol manoeuvred through the swamp at the direction of Mr. Diamond, whilst Mr. Leake obtained sequences.

After a quick lunch the patrol proceeded to the heavy bush at the base of the Pass, and sequences of rainforest patrolling were obtained. Very heavy rain commenced at 3 p.m. - we were able to protect the cameras. Mr. Leake took a bad fall trying to prevent his "Eyemo" from toppling and twisted his knee.

Few people visited the camp, because of the weather, and 3 packs of rice had to be issued to supplement the small amount of sweet potato.

Wet night.

Monday 3rd. June: Part of the morning spent in obtaining tape recordings of Constable-Bugler MAPAI sounding the retreat.

About 40 men and 25 women visited the camp with small supplies of sweet potato, and the Unit got a few shots before early rain washed out the day from their point of view.

In the afternoon the party that were sent in to TARI with the defective TRP-1A two days ago arrived back with the same set. With the set was a note from Mr. Crellin saying that he had repaired the wiring, but on setting up the set for the 4.15 schedule no stations could be raised.

Again had to issue 3 packs of rice and a pack of meat. Mr. Leake in some discomfort with his twisted knee: he received treatments from Mr. Speer.

Wet night.

Tuesday 4th. June: Left camp at 7.45 and climbed the pass (Wagiria Pass) to 8,200' at 9.10. The Film Unit arrived an hour later, having delayed in the thick rainforest to obtain tape recordings of the cry of the ribbon-tailed bird of paradise.

After a further delay at the head of the pass, hoping for a break in the fog which did not eventuate, the patrol descended the slopes towards the head of the TUMBUDU River. A halt was made at 6,450' in the first gardens, where further filming took place.

Moved off at 1.30 for our ARAWUNI Campsite. Arrived 2.10, the Film Unit getting in at 3 p.m. Erected camp, just beating heavy rains. A few natives seen, including a DUNA from Lake Kapiagu.

At 4.15 managed to make contact with the District Commissioner at MENDI - a very poor signal. Could not raise either TARI or KOROKA. Reported on our progress to date, and learned that we could shortly expect 2 replacement telerradio sets.

Mr. Speer inserted two stitches in the foot of one of the police - axe cut.

Some food in, but again had to issue 3 packs of rice and 20 tins of meat. We have 6 packs of rice and 2½ of meat left.

Camp No. 4 : ARAWUNI. Height 5,950'.

Wednesday 5th. June: Prepared for the airdrop of supplies that has been arranged for today. A good dropsite that took very little clearing.

The weather remained overcast towards TARI, and the drop did not eventuate.

At 10.30 we obtained recordings of different chants from the three types represented in the carrier line. Also tapes of interpreter ELIJAH calling out to the local people. These tapes were later played back to the carriers, to their great delight.

Mid-morning two welcome visitors showed up - HEREVE, the native that Mr. Lang and I left at LAKE KAPIAGU after our Strickland Patrol in 1956 to look after stores, and KAING, the influential headman from KERABO who has been of great assistance to us in the past. KAING had 50 of his people with him, with food. News of our departure from KOROKA soon travelled north.

HEREVE reported a lot of fighting in the LAKE KAPIAGU area, but said that most of our supplies were intact.

A lot of MOGOROFUGWA people came in to trade, including 80 women, and we finished up with a huge pile of food, more than sufficient for even our long line. Film Unit did a lot of filming of trading activities. Talked to the people at some

7.

length.

Thursday 6th. June: A fine clear morning. Again prepared for the drop. Two rough camera platforms erected for the use of the Unit. Both Mr. Dimond and Mr. Leake will shoot if the aircraft turns up.

Great numbers of natives in camp, and a tremendous pile of very fair-quality potatoes were bought. At 10.15 the aircraft appeared from the south and the drop went off beautifully - 4 runs. Captain NISBET, as usual, placed all the cargo within a forty-foot circle. The recovery was 100%. The entire operation was filmed.

During the afternoon the supplies were packed for carrying. At least 500 people saw the drop, and all were very much impressed. Two more MOGA quarrels were settled - one looked like developing into a regular free-for-all.

Rain commenced at 3.30 and continued into the night. Came up at 4.15 on the TRP-IA but although we were receiving our transmission was not getting out.

Friday 7th. June: Left camp at 7.55 after some delay with the new loads. I went on ahead with the Unit to obtain sequences, leaving the main body of the patrol to come up with Messrs. Irant and Speer.

Decided against cutting across to GURANDA DANGI, and instead followed the TUMBUDU to the crossing. This section of country not before visited.

Moved through TIMAGINI land to the KADYA Creek at 8.20. From here through NONE ground to the WATA Creek at 8.55 and so into NENI lands. Quite a number of people seen, all very friendly. The Unit decided against shooting. At 9.35 moved off again across the HANDIDYA Creek and into KOKERA lands. At 10 we met a large number of natives at a ceremonial ground, and talked to them whilst awaiting the rest of the patrol.

Crossed the HUGU Creek at 10.12 and into HEGUNE lands. The WA Creek was crossed at 10.35 and we entered GUNYE lands. At 11.20 we reached the junction of the KAPOKWA Creek with the TUMBUDU - very thick tangled bush.

At 11.55 we struck the TUMBUDU Bridge and 5 minutes later a campsite overlooking the river at WARARE. The main patrol was very much delayed because of the heavy bush and did not get in until 1.45.

The Unit filmed the crossing of the bridge. About 80 visitors, and a fair amount of potato. Issued 2 packs of rice and 8 tins of meat. Purchased four small sides of pig for 2 tomahawks and issued these.

Two more MOGAS settled. Made a very poor contact with MENDI on the TRP-IA, and learned that our replacement radios should be up in a day or two.

The Film Unit standing the walking quite well. Mr. Leake had a lot of trouble with his knee, which is still stiff and sore.

Camp No. 5 : WARARE. Height 5,400'.

Saturday 8th. June: A fine day, and the Unit shot a lot of film footage.

Decided to put in a basecamp here, and the carriers commenced to clear the site and get timber - with the approval of the native owners. This process was photographed. Most of the morning was so occupied.

8.

Large numbers of men in camp, with a few women, and again we purchased sufficient to feed the patrol. At noon there were approximately 250 in camp, and the Film Unit got more footage. Three MOGA disputes settled. One of these became very heated, and ended with the line who were disputing the payment racing out of the camp and over the bridge, cutting away the cane supports after they had crossed. Finally was settled peacefully.

A pig was purchased and shot to demonstrate the power of the rifle. Rain commenced to fall at 3.30, and continued into the night.

Sunday 9th. June: A dull, overcast day and only a small amount of filming could be done.

The carriers continued with the construction of the basecamp. Chose a site for a bridge across the river - the Film Unit requires a bridge building sequence. However, the weather was too dull and the filming could not be done. Materials were collected in readiness.

Some of the locals attempted to bribe the patrol with the gift of a pig to intervene on their behalf in a MOGA settlement that will be coming off at KERABO. This offer refused with thanks.

Sufficient food purchased to feed the patrol. The people were driven from camp by heavy rains in the afternoon.

At 6.15 a party arrived in from KOROBA with the two new portable transceivers.

Film Unit require to remain at this camp until they can finish the sequences that they have started.

Monday 10th. June: Another dull morning, but it fined up sufficiently to allow the Unit to continue with their work. Most of this day's filming was of the patrol approaching the banks of the TUMBUDU from varying directions.

Mr. Grant led this patrol at the direction of Mr. Dimond, whilst I spent most of the day on the new wireless sets. Discovered that the 3360 crystal - the District frequency - in Set. No. NG2 was unserviceable.

Contacted TARI for the first time at 4.15 with the new set NG1 - a very good and strong signal. Mr. Crellin reported our strength at TARI as 4. Also contacted MENDI.

In the early afternoon the Unit got shots of the completion of one of the basecamp buildings, and of the payment of a tomahawk to the owner of the land.

Again over 200 people in camp. A fair supply of food bought, but had to supplement this with $1\frac{1}{2}$ packs of rice and 20 tins of meat.

Our first desertion from the carrier-line - a local KOROBA recruit.

Mr. Williams decided that the unit would have to remain further to complete their sequences.

Tuesday 11th. June: A dull and overcast day. Spent most of the morning sitting across the TUMBUDU with the patrol, waiting for the sun to come out so that the bridge-building sequence could be obtained. Had to abandon the attempt at noon, the rain commencing soon afterwards.

The basecamp completed - one officer's house 20' x 22', and a police and carrier's house 20' x 35', with outhouses. The local people greatly assisted the progress of the work.

9.

Again adjudicated in several MOGA disputes. The willingness of the people to present these usually involved cases to the Government for adjudication is a most encouraging sign.

Some 200 visitors and sufficient food was to hand.

The Film Unit are now almost out of film, and will require a film drop at KERABO.

Lance-Corporal PERORO to act as N.C.O. in charge of the patrol Detachment until Corporal YAGI recovers from a very nasty boil.

Wednesday 12th. June: A dull morning initially, but towards noon the weather cleared and we were at last able to film the bridging of the river.

About 150 men and women in camp, and they were very amused at the bridge-building, not understanding why we were constructing a bridge 200 yards from the main bridge. Plenty of food. One small pig and 15 tins of meat were issued.

Extremely heavy rain commenced to fall in the early afternoon and continued into the night.

Corporal YAGI not improving.

Thursday 13th. June: Awoke to steady rain. As the Unit wanted to complete some shots, we waited until the rain cleared at 9.45. The Unit then got a long shot of the completed basecamp, and some shots of carriers falling timber.

Mr. Speer decided that Corporal YAGI was too sick to continue with the patrol. He was escorted back by the two police from KOROKA who brought up the new transceivers. The TRP-1A was sent back with this party. Everybody sorry to see YAGI go. The departure for the station was filmed.

All of these activities delayed our departure until 10.55. Moved down the TUMBUDU Valley along our previous route to the campsite at AI-IENA, used by the A.P.C. Party in 1954 and by Mr. Speer and myself in 1955. A fair number of people seen along the way. The road was in very bad condition because of the heavy rains, and all the creeks were flooded. The KERO took 40 minutes to cross.

I moved on ahead of the patrol to get the campsite in order and a tent or two up, as heavy rain was approaching us from the north. The rain beat us, commencing at 12.30. As the tents came in they were erected in teaming rain, and by the time the Film Unit reached camp at 1.25 the camp was erected.

Twelve visitors braved the elements to bring us a tiny amount of food, but had to issue 4 packs of rice. Constable YANSUANG down with a fever and being treated. Another desertion during the day - a HURI.

Contacted MENDI and TARI at 4.15 on the A510, in heavy rain. Good transmission and reception. Arranged for an airdrop of supplies at KERABO on the first available aircraft.

Camp No. 6 : AI-IENA. Height 5,600'.

Friday 14th. June: A sodden night, and was still raining steadily at 6 a.m. We waited until 8.30 for the weather to let up, and finally moved off in light rain.

Followed our usual route to KERABO Basecamp. The people had done a lot of work on the roads, and in spite of the wet conditions we made fast time.

The basecamp very delapidated after a year without a

10.

patrol. Rain commenced to fall during the walk, and the Film Unit arrived in camp at 2.30 thoroughly wet.

Only a handful of visitors and had to issue 4 bags of rice and a pack of meat. Our rations now down to 8 packs of rice and three of meat.

Contacted stations at 4.15. TARI Airstrip has been "out" due weather for the past four days, but Mr. Crellin said that he had arranged the airdrop for the weekend.

No word of the whereabouts of Mr. John Morris of the News and Information Bureau, who is en route from Sydney with fresh stocks of film for the Unit.

Camp No. 7: KERABO. Height 5,250'.

Saturday 15th. June: Carriers out at first light to clear our old dropsite, 15 minutes from camp.

It was a fine day, and a large crowd of visitors came in from many distant points. Over 200 in by noon. Some poor potatoes purchased. A much better contact here than at any stage in the past. Eventually sufficient food to feed half the line was accumulated, and only 2 packs of rice and 20 tins of meat had to be issued.

The dropsite cleared by noon, and the carriers given the afternoon off.

One bad MOGA fight amongst the locals was settled.

The Unit obtained many stills, and a small footage of movie film. They have only 200 feet of film left and must conserve this until fresh film is dropped.

Talked to the people - a very good contact.

No sign of the aircraft.

Sunday 16th. June: Guards out to man the signal fires at the dropsite. Carriers commenced the construction of a new building to replace the old carriers quarters constructed over 2 years ago.

Came up at 10 a.m. as arranged on the A510 and made a good contact with MENDI and TARI. The airdrop to take place on Monday 17th. Still no sign of Mr. Morris with the new film. Asked Mr. Crellin to drop the rations required, and to make another drop with the film when it turns up.

A large crowd of 300 people from all points of the compass came in, with very little food. Had to issue 3 packs of rice. Also purchased 3 pigs with tomahawks and issued these. The Unit obtained some publicity stills, and in the afternoon we arranged some scenes of mud-wading which were photographed. Also obtained some tape recordings of bird-of-paradise calls and HURI carriers singing.

Constable YANSUANG still sick, but recovering. One of the Western Highlands carriers very sick and receiving treatment.

Monday 17th. June: The sick carrier very much worse, and not responding to treatment. Discussed the case with Mr. Speer, and we decided that the carrier should be carried out immediately for hospitalization. The carriers, of course, blame the illness on the "Duna sorcery". Mr. Speer, with a police escort, walked the sick man out to our WARARE Camp, Tumbudu River. The Unit shot 100 feet of film on this incident.

Went up to the dropsite at 10 a.m. and waited for the aircraft until 12.30. The aircraft did not turn up, and I returned to camp. Mr. Grant reported a smaller number of visitors - the novelty is wearing off.

II.

Contacted TARI at 4.15 and learned that the aircraft attempted to get in to TARI but was forced back by the weather.

Constable GERAHU suddenly became ill with a temperature of over 103°. N.M.O. PERRY treated him.

Rain in the afternoon and night. Had to issue the bulk of our remaining stores, leaving 60 pounds of rice and 25 tins of meat.

Tuesday 18th. June: Constable GERAHU down to 99° but very weak. Constable YANSUANG back on his feet again.

The weather remained cloudy and overcast. Watchers out to the dropsite, and the carriers set to weaving pitpit matting for the basecamp houses. The new carrier's house completed.

The aircraft finally arrived at 2.15. It made one run, high, and dropped a package of film with a hessian parachute, which got caught up in the slipstream and failed to open. The film plummeted down and hit with a thud.

3 ration runs were made, and the recovery was good. The stores were carried back to camp, and upon examination the Film Unit discovered that the film had been too badly damaged to be of any use. The film cans were badly buckled by the fall, and the slightest bit of light entering the cans renders the film useless.

No native meat received. Came up at 4.15 to TARI, but the weather conditions were very bad and only bits and pieces could be transmitted and received. Asked Mr. Crellin to send out the balance of film that Mr. Morris brought in to KOROBA. Mr. Grant will have to walk out to the Tumbudu to pick up this film. The Unit has no film left, and cannot proceed further with the patrol until fresh stocks are obtained. After the failure of this film drop, Mr. Williams is unwilling to risk the only reserve film that he has in a further airdrop.

Arranged to come up again in the morning to confirm these arrangements. Rain commenced again at 4.30. Mr. Speer arrived back at 5 p.m. with the news that the sick carrier was safely on his way to hospital.

Issued 2½ packs of rice and 15 tins of meat to supplement the small quantity of sweet potato.

Wednesday 19th. June: Contacted TARI at 7.30 and confirmed yesterday's arrangements. Mr. Grant left for the river with 5 police and 15 carriers. A further ration drop expected.

At 9, went back to the dropsite to wait for the drop, and the aircraft arrived at 11.15 and made a successful drop of rice and tinned meat. A note in the drop requested me to come up on the A510 again at 12.30.

Duly contacted TARI, and heard the news that the "Beaver" floatplane landing on Lake Kapiagu, requested some time ago by Mr. Williams, has been approved by D.C.A. and Qantas. A firm date for the attempt was required, and we fixed this for Sunday 7th. July. This aircraft is to bring in fresh film and take out exposed film, and will also be worked into the framework of the film.

Asked the local people to assist us to move north in the morning. With two airdrops of cargo, we will require assistance. Decided to move on slowly so that Mr. Grant can catch up with his small party. The airdrop has given us 9 full days rations for our party. Only about 70 people in camp, but these promised to assist us.

Three packs of rice and 26 damaged tins of meat issued.

I2.

Headman KALING, who has remained with us for the past week, presented with a half-axe as a mark of our esteem.

Cargo prepared for carrying in the morning.

Thursday 20th. June. Commenced calling out for assistance which was forthcoming after the usual delays. Still not enough to move all the gear. Moved off at 8.15, leaving Mr. Speer in camp with the remainder of the cargo. He will follow on if the locals come in after we leave.

Followed our usual track to HARURAGA Camp, the road in fair condition but greasy from the recent rains. A good number of people seen along the way, most of whom have been regular visitors to KERAJ Camp over the past week.

The Film Unit arrived in, with Mr. Speer, at 12 noon. The local helpers were paid off with girigiri shell. Some 120 people in camp - men and a few women - and sufficient food to make a half-ration was purchased. Two packs of rice and 25 tins of meat issued. This was a good native contact.

At 2.15 a P.A.L. Cessna aircraft appeared briefly and dropped a bag of freezer meat plus a note from Mr. Crellin asking us to come up at 4.15. Did so, and were advised that the Hon. the Minister for Territories, Mr. Hasluck, would probably fly over the patrol on Monday at around 9 A.M. MENDI, TARI and TALIBU all came up on this sched.

Mr. Speer and Mr. Leake, with an escort, paid a visit to some waterfalls 30 minutes from camp, and obtained pictures.

Camp No. 8 : HARURAGA. Height 5,200'.

Friday 21st. June: After a fine night, got moving at 8 with local assistance. Mr. Speer and the Film Unit remained in camp with 11 loads of cargo, awaiting further assistance.

Followed our old track, over the range and down to the junction of the ARA-U and TUMBUDU Rivers. The bridge over the former river had to be strengthened. Reached our YAGUN Campsite at 10.15, the rest of the party arriving in at 12.45.

Excellent native contact - 80 men and 30 women came in. Some food purchased, but had to issue tinned meat and 3 packs of rice.

Could not contact TARI at 4.15 sufficiently well to pass traffic, and a further sched. arranged for noon tomorrow on 3360.

One small pig purchased for a tomahawk.

Camp No. 9 : YAGUN. Height 4,550'.

Saturday 22nd. June: Neil Grant arrived in at 7.15, having slept at the head of the range. He had with him the film, so the Film Unit is once again operational. No trouble along the way.

Left the camp at 8.25, for HUGUNE Camp. Followed the old track, and arrived at 10.5. The Film Unit and the main body of the patrol reached camp at noon. Erected the aerial and made contact with TARI, but it was not a good contact. Managed to get out our traffic.

A small amount of food to hand, but had to supplement it with 4 packs of rice and 25 tins of meat.

We were met here by PAMI, another ex-carrier from our 1955 patrol, who was of great assistance to us. PAMI is from the LIXE RAPIAGU area, and he reported that all was well with our basecamp there.

Camp No. 10 : HUGUNE. Height 4,750'.

Sunday 23rd. June: After a fine night, left camp at 7.45. Mr. Leak⁴ came on ahead with me to get pictures of the TUMBUDU GORGE area. Followed our regular track to the Tumbudu crossing. Crossed the river and left the track to Kapiagu, moving north-west through country that has not before been visited. We remained in HAGINI ground to the TUMBUDU River again. Followed the river down through very heavy bush, interspersed with several large garden clearings to KILLIANE territory at 11.15. Finally reached our campsite of DUAE, used by Mr. Lang and myself last year. Time 11.50 - the main party arrived in at 2.20.

Very few people seen today, and only a tiny amount of food to hand. Had to issue 4 packs of rice and 1 of meat.

Several new coffins in the garden near camp.

Decided to await the arrival of the "Norseman" with the Minister for Territories due at 9 a.m. tomorrow. The Unit is anxious to film the aircraft. This is a clear garden area and should be easily spotted from the air.

The carriers caught a 4-foot green tree python during the afternoon.

Fine afternoon and night.

Camp No. II : DUAE. Height 4,200'.

Monday 24th. June: Waited around the signal fires for the aircraft, with the cameras in position. It had not arrived by 10, so decided to move on to the old A.P.C. campsite at TIGINI, in HORARE territory and within sight of the STRICKLAND GORGE.

Followed our previous track to the head of the NAUWA VALLEY, arriving at 11.20. Very few people seen en route. Got photographs and bearings on the Gorge, clearly visible through the light haze. Mr. Williams and the rest of the party came up at 1.35, having waited for some time for the aircraft, which did not eventuate.

Water very short at this camp, and water parties were some hours in obtaining sufficient for cooking. Practically no food, and had to issue $3\frac{1}{2}$ packs of rice and 25 tins of meat.

Set up the wireless and successfully contacted ERAVE, MENDI and - for the first time - KOROBA. We learned that the aircraft made two attempts to get through but was turned back at each attempt over KOROBA.

Film party shot many hundreds of feet on the details of camp erection, and also 150 feet on the ceremony of retreat.

Camp No. 12 : TIGINI. Height 4,700'.

Tuesday 25th. June: The Film Unit required pictures of the patrol leaving camp, and so our departure was delayed until 8.15 because of the lack of sun.

I moved on ahead, as usual, leaving Messrs. Speer and Grant to bring up the main body of the patrol. The Unit intends to get some footage on the march. Followed a slightly different route to that of last year, along the western slopes of the NAUWA VALLEY. Much better time than before, and camped at the garden clearing of YANGUANG at 12.5. The Unit reached camp at 3 p.m., having obtained scenic shots en route.

Very poor campsite, with the limestone of the Gorge bursting out of the ground in all directions. About 25 people seen, and a small amount of miserable sweet potato was traded. Four packs of rice and 25 tins of meat issued.

I4.

Contacted MENDI and TARI successfully at 4.15 and arranged for the next airdrop. Reported our progress and future plans to the District Commissioner.

There was a further session of filming and recording at retreat.

The weather remained fine and mild.

Camp No. I3 : YANGUANG. Height 3,750'.

Wednesday 26th. June: Left the Film Unit in camp for further shooting, and continued down the valley to find the track. No native guides would accompany us.

Made good time along our previous route. Reached the LAUENENA Creek to find it dry in the upper reaches, but carrying water in limestone holes lower down. Followed down the creek - very slippery and dangerous travel. Several hornbills, and a large black cassowary, seen.

Finally reached our old campsite of KOIENAPUGWA and camped here. Went up to the head of the ridge and again photographed the wonderful scenery of the Gorge.

Shot a 10-foot rock python. Carriers came in slowly and the camp was not completed until 3.30. The Film party got in at 2 p.m. They did a lot of shooting on the way. Went up to the viewpoint overlooking the Gorge with the film party and planned the patrol activities here.

Only 11 packs of rice remaining, and a drop will have to be arranged for this camp as we can expect little assistance from the tiny local population. About 25 did come in to see us. The same timid, poverty-stricken people that we contacted in 1956.

Some wild sago ready for cutting in the nearby bush: we will cut and process this.

Camp No. I4 : KOIENAPUGWA. Height 2,350'.

Thursday 27th. June: A fine, warm day. The carriers and police busy on sago cutting, and preparing the dropsite. Not a particularly good dropsite, but the only possible spot.

At 9.30 the patrol was assembled for the background title shots that Mr. Williams wants here. The 12-volt dry-charged battery that we have carried for the past 30 days was filled with battery acid in preparation for the 90 foot pan shots that will be obtained of the patrol moving through the Gorge terrain. Hitherto the "Eyemo" movie cameras have been operated with their built-in spring motors, but the motors will not give a long enough run per winding to be of any use for the long, slow panoramic photography now planned.

The patrol then moved through the Gorge country at the direction of Mr. Dimond whilst the required shots were obtained. In the afternoon, close-range shots of rough limestone formations were obtained.

Contacted stations at 4.15, and asked for a ration drop in the morning, if possible. Issued 4 packs of rice and 30 tins of meat. Some of the sago will be ready by midday tomorrow.

No visitors to camp, and consequently no fresh food.

Friday 28th. June: A foggy, overcast morning. The carriers continued with their sago making. With Mr. Grant and a few police, I climbed the high ridge that separates the LAUENENA and the TUMBUDU. A steep climb up a limestone wall for over 2,000 feet. The ridge is called KAMBAYIA. We climbed through thick

I4.

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No visitors to camp, and consequently, no fresh food.

Friday 29th. June: A foggy, overcast morning. The carriers continued with their sago making. With Mr. Grant and a few police, I climbed the high ridge that separates the LAUENENA and the TUMBUOU. A steep climb up a limestone wall for over 2,000 feet. The ridge is called KAMBAYYA. We climbed through thick

mist to the top at 4,350'. After an hour the mist cleared, giving us a most impressive view up and down the STRICKLAND. Photographs and bearings obtained.

The weather towards TARI not good, and in fact the aircraft did not arrive.

Returned to camp in the early afternoon. The Unit obtained shots of the clearing and sago making. We got a very small amount of poor sago, and issued the last of the rice and meat.

Heavy rain fell from 6 p.m. on. About 15 visitors to camp. Because of the weather conditions, we were unsuccessful on the ASIO at 4.15.

A track down to the creek was cut for the use of the Unit - they want to obtain a sequence showing travel in a limestone creekbed.

Saturday 29th. June: Left with the Film Unit to climb the lower part of the KAMBAYIA Ridge for further sequences on the Gorge country. Climbed for 1,000 feet to a point overlooking much of the Strickland River, and commenced filming a mapping and survey sequence. Mr. Speer remained in camp with Mr. Dimor.

Towards 11, the weather changed in the middle of a shot and we settled down to wait for the sun. At this stage - 11.15 - the aircraft arrived to do the drop - G.S.A. Norseman VH-BNE. After an initial circuit the aircraft made three runs with cargo, everything falling neatly into the prepared dropsite. A good viewpoint, with the aircraft many hundreds of feet below us. After the drop the aircraft circled several times to gain height, and vanished in the direction of Tari.

We continued to wait for the weather. At 11.45 we heard 3 shots from the camp, but supposed that it was a signal to tell us that the drop had been successful. An hour later shots and mirror-flashes recommenced, and I immediately returned to camp, leaving the Unit to wait for the sun. I reached camp at 1.35, to hear that BNE had crashed somewhere in the vicinity of LAKE KAPLAGU. Mr. Speer had no details, as the wireless reception was very poor. At 2 we came up again and heard TARI give the position of the crashed plane as 3 miles east of the Lake, and that the 4 people aboard had been sighted.

A few minutes later another Norseman - VH-CSA - appeared overhead. A note was dropped confirming the details.

Mr. Speer and myself got together a small emergency patrol of 5 police and 15 carriers, and left for the Lake at 2.30, leaving Mr. Grant to bring up the main patrol as fast as possible. It was felt that no time should be wasted, as we did not know the condition of the survivors, and the local people had not been over-friendly to us last time we were in the vicinity.

Backtracked without a pause, passing Camp 13 at 4.55. Continued through driving rain until 8 p.m. It was impossible to move further in this bad limestone country at night, so we camped in a small garden - very makeshift, and rather unpleasant for all concerned.

Camp No. 15 : NAUWA VALLEY.

Sunday 30th. June: Got away at 5.50. The local people were all full of the news of the crash of BNE and they assisted us fully. Made very fast time, passing Camp 12 and reaching Camp 11 at 8.45. We paused briefly here to eat and try and contact stations. To our relief we made a good contact and reported that we hoped to be at the Lake by noon. Arranged to come at 1 p.m. to report on the condition of the crash victims. Mr. Crellin advised that he had dropped food and arms to the party, that they appeared to be all safe, and advised them to try and make

our basecamp at LAKE KAPIAGU.

We commenced the steep climb up the Lake divide, around the slopes of Mt. IOKOBIA. When the Lake came into view I signalled with rifle-fire to let the party know we were on the way. We arrived at 12.45, just in time to welcome the pilot and passengers of the aircraft who were arriving at the basecamp after a 5-hour walk from the crash through deep swamp.

Mr. Speer quickly examined and treated the party. The pilot, Captain N. O. Tschuchnigg, and the passenger who was sitting in the front seat with the ~~pilot~~ pilot, Mr. J. B. Madden (Area Education Officer, MENDI) were unhurt excepting for bruises and lacerations. Mr. R. Hill, Cadet Patrol Officer MINJ, and Mr. D. McLaughlin, Senior Carpenter, Dept. of Works TARI, were injured in the neck and shoulder respectively.

The men reported that the local people were very helpful indeed. They appeared at the scene of the crash unarmed - as is the DUNA custom when approaching Government camps - and assisted the injured men to the Lake. Suitable payment made to the people for their assistance. Food, blankets and medical supplies dropped from TARI came in with the party, but 2 Smith and Wesson .38 revolvers with ammunition that were dropped were not recovered.

Quickly ran up the A510 and reported to MENDI and TARI that all was well. No station could read very well. At 5 p.m. Captain Peter Manser came over in GSA and I repeated the information. The aircraft wagged its wings to signify that all was understood.

At 4 we again contacted TARI and was told that a "Beaver" floatplane would try to get in tomorrow to take out the party.

Salvaged the best part of the stores left here in 1956, and paid the natives who had looked after everything so well for us.

The injured men spent a fairly comfortable night in the resthouse at the Lake, after further treatments by Mr. Speer. All 4 very stiff and sore after a sleepless night last night.

Camp No. 16 : LAKE KAPIAGU. Height 4,075'.

Monday 1st. July: All four men well. Came up at 7.30 to pass a weather for the benefit of the floatplane, coming up from Middletown. Heard from the other stations, and it appeared that the weather was generally bad all over the District.

Sent off 3 police and 2 carriers to the crashed aircraft, with instructions to sit tight and guard the remains. Our old dropsite cleared. Lance Corporal PERORO commenced to repair our canoe, constructed last year. With so small a number of carriers the work went slowly.

In the midst of this activity, in bad light, the "Beaver" arrived. It circled the crashed aircraft and then made a perfect landing across the Lake. As the canoe was still being repaired, I swam out to the floatplane and welcomed the pilot and mechanic. They had the sounding chart of the Lake that Mr. Lang and I made last year, and assured me that the Lake was perfectly satisfactory for floatplane operations. There was no film aboard, unfortunately, and the pilot told me that, at the last moment, A.P.C. refused to release the "Beaver" for the landing scheduled for Sunday. This meant that other arrangements would have to be made to get exposed film out and fresh stocks in.

Helped the crew to refuel the aircraft - the flight from the coast took exactly two hours. By this time PERORO had the canoe alongside and I took delivery of 4 .303 rifles, 2 .38 pistols and 2,000 rounds of ammunition that had been sent from

*Most satisfactory
type of radio
for this type
of communication*

17.

D. N. A. Headquarters for airdropping to the party in the event of the floatplane being unable to land at Kapiagu. The weight of these items made it impossible for them to be carried back to Moresby as well as the full load of passengers, and they will be taken on charge at KOROBA.

Also received food, fuel and eating utensils that the "Beaver" crew had brought in for the crash party.

All in all, the entire organization of the rescue of the crash party reflects the greatest possible credit on everyone concerned at TARI and PORT MORESBY.

In the middle of the refuelling operations, VH-GSA came over and dropped a further load of native rations for the use of the patrol.

Whilst we were getting the crash party down to the waterfront for ferrying out to the "Beaver", the plane made a practice take-off and landing. The men were then ferried out, one at a time, to the aircraft, which took off at 11.25 for the coast. Only about one third of the Lake was required for the takeoff, despite the heavy load.

Received a report that some of the local people had further damaged the crashed aircraft with their tomahawks, but this was later proved to be without foundation.

Came up at 4.15 and reported the success of the floatplane landing to the District Commissioner.

Cleaned up the camp as best we could with 3 police and 12 carriers, and bought and shot a pig to remind the people that although we are a small party, we are well armed. They were very friendly, however, and brought in a large pile of food for the exhausted carriers.

Rain at night.

Tuesday 2nd. July: Carriers out to cut timbers for the patrol tents.

About 30 people came in, and we purchased a good quantity of sweet potato.. The people also brought in an offering of 4 pigs - a MOGA settlement for various trade items stolen from the basecamp over the past year. Accepted this, as it is good policy to abide by the customs of the people in such a primitive spot. The idea of the MOGA came from the people. The pigs were shot, to the enjoyment of the people.

Mr. Speer gave a number of treatments to locals and carriers. I talked to the people for some time, and it was a good contact. Towards noon we could hear the sounds of the main patrol approaching in the distance, and soon carriers commenced coming into camp, with the Film Unit arriving at 2 p.m. They waited at the top of the range to get a shot of the Lake.

The patrol had an uneventful trip back. Rain commenced at 3 and continued into the night. Three packs of rice were issued to supplement the potatoes.

Wednesday 3rd. July: A dull and overcast morning, with occasional showers.

Could not commence filming because of the weather, and the day was largely spent in repacking cargo and cleaning up the camp. The future filming plans discussed, also the problem of fresh film. Mr. Williams said that he would probably require 10 days in and around the Lake to complete all the sequences planned for this area.

A shooting party on the Lake got two ducks.

18.

A large number of visitors to camp brought in a huge quantity of food, sufficient to feed our large complement for two days.

Contacted MENDI and TARI at 4.15. The District Commissioner unable to tell us of what plans Gibbes Sepik Airways may have to salvage their aircraft - in the meantime we will maintain a guard on the aircraft.

Thursday 4th. July: Three police and six carriers sent off to the crash to relieve the guards there, with special instructions to try and locate the 2 revolvers that were dropped from TARI. It is probable that the pistols have sunk beneath the surface of the swamp.

Commenced the construction of a large store with a raised floor - 20' x 30'.

At mid-morning Constable PAHUN arrived in from the crash with a crowd of MADANI people. He said that reports of damage by the local people had been exaggerated. The people have not ventured near the aircraft since the guards have been on the spot. The MADANI people brought in two sides of pig in payment for 2 tomahawks stolen from us last year. Accepted these. PAHUN had no news of the missing revolvers - offered a reward of a tomahawk each for these, in case the package was found by a local. However, I feel that the small, heavy package has probably sunk deep in the swamp.

By noon about 250 people from the surrounding lines were in camp, all very happy to see us again. More food was purchased.

Again contacted MENDI and TARI, to learn that G.S.A. is going to attempt the salvage of BNE. I was requested to try to get the crashed aircraft on its feet, and onto dry ground if possible.

No filming today because of the unfavourable weather conditions, but tape recordings were obtained.

Friday 5th. July: Sent off HEBE, a local native who has been of great assistance to us in the past, to KOROBA to guide in the Gibbes salvage party.

With 60 carriers and all the rope we possessed, I set off for the crash leaving the other European members of the patrol in camp. We followed the track through KIJIAFUGWA Swamp that Mr. Lerg and I used last year. The track in terrible condition after the recent rains and travel was slow. Reached the aircraft after 2 hours unpleasant walk. Thoroughly inspected the aircraft, and took photographs from various angles. The aircraft had settled considerably in the mud of the swamp, and there was no dry land within a mile.

We attached our ropes - quadrupled for strength - to the tailwheel of BNE. The aircraft was resting on its back, with the wings preventing the whole thing from sliding into the swamp. We tried for three hours to right the aircraft without success. Our ropes were not strong enough, and broke whenever we took the strain.

Was forced to abandon the attempt until a suitable heavy rope or cable can be dropped to us. I entered the aircraft and disconnected the battery and flushed out the battery compartment. I then disconnected and removed the dynamotor, the receiver and transmitter. This equipment is worth somewhere around £1200, and it was thought that it would be safer at the camp.

To the eye of the layman, the damage to the aircraft from the crash did not look to be extensive. A careful examination seemed to indicate no serious structural damage.

Returned to camp, arriving at 3 p.m. Mr. Grant reported a

19.

good number of visitors to camp, and there was sufficient sweet potato in to feed the patrol. Issued 25 tins of meat.

The Film Unit were unable to do any filming because of the weather, but they did get some tape recordings.

A wet night.

Saturday 6th. July: The weather again unsuitable for filming. Some more tapes were secured.

The carriers continued with the construction of the new store. Mr. Grant and myself spent the morning on the Lake in the canoe, with the purpose of acquainting him with the various depth levels and the general topography.

There were a small number of visitors to camp. Insufficient sweet potato, and issued one pack of rice and 20 tins of meat.

Rain recommenced in the afternoon and continued into the night. The southern end of the Lake has opened up - the edges of the swamp are breaking away with the great inrush of fresh, and the Lake is full of small floating islands, as it was the first time we saw it.

Sunday 7th. July: For a change, a reasonable fine morning. The carriers commenced to weave pitpit matting for the new store. The day developed into a marathon film operation, the Unit shooting over 900 feet.

All three European members involved in various sequences. About 80 people visited the camp, bringing in a small quantity of sweet potato. Meat and rice had to be issued once again.

The Norseman VH-GSA turned up at 2.30 for the drop. Four runs were made, the cargo falling over a wide area. However, recovery proved to be 95%. The heavy rope that I requested for the salvage operations did not arrive. There was a note in the drop from the pilot - Captain Gibbes - asking me to come up on 3360 at 3 p.m. This sched. proved to be a washout, and a further sched. for 7.30 a.m. tomorrow was arranged.

Everybody in excellent spirits at the change of weather, the Film Unit particularly so, as they have managed to finalize a large number of small detail shots. Only 500 feet of film still remaining. Asked the people to come in in large numbers tomorrow, as the Unit is anxious to complete a MOGA sequence with the last of their film.

Mr. Speer gave more treatments. A small canoe-jetty built today, and a new 30-foot canoe commenced.

Monday 8th. July: A cloudy, overcast morning, but developed into quite a fair morning and afternoon.

The morning sched. was another washout. The Unit obtained tape recordings until 10.30, when they were able to commence filming. This continued through until 3 in the afternoon. About 150 people came in, bringing with them a good supply of potatoes and two small pigs that were purchased for a tomahawk each. Talked to them for some time - a good contact.

Detailed 3 police and 8 carriers to change the guard on the aircraft in the morning. The carriers were told to cut and pile 20' saplings to use in the possible construction of a corduroy strip.

Came up on the A510 at 4.15, and contacted MEMDI, TARI, KOROBA and TREMAINE, in the Western Highlands. Spoke to Captain

Handing
Base

Gibbes. He reported receiving me strength 5, and he came in at the same strength - a remarkable performance for the small portable A510. Passed Captain Gibbes a damage report on his aircraft, and assured him that as soon as he drops a suitable rope the aircraft will be righted and put onto a strip of corduroy. A salvage party will be coming through to try to get the plane out under its own power, or failing this by carrying.

A wet night.

Tuesday 9th. July: A dull, overcast morning, with a lot of wind, and the Unit could do no shooting or recording.

Mr. Grant and myself, with police and guides, crossed the Lake to investigate the swampy country at the base of the TANGARABA Range for a possible strip-and-station site. After some investigation, two very doubtful sites were located, both too close to the level of the Lake for comfort but offering possibilities. Ample length and good approaches, but the drainage problem considerable. The non-arrival of the "Beaver" film aircraft, with the D.C.A. Airport Inspector whom we hoped would be aboard, was a disappointment from the administrative and well as the film point of view. Our inspection of the swamp-sites has not really told us much, as advice on the possibility of drainage can only be given by an expert. I myself would say that the problems of drainage would be too considerable for us to attempt a strip with the small, scattered local population. The position will be re-examined.

Returned to camp at 2.45, and came up again at 4.15 on the A510. Contacted KOROBA, TARI and TREMAINE. Mr Claridge, Patrol Officer TARI, was notified today that he is to escort a Gibbes party out to the Lake, but he expects to have a lot of trouble with carriers. We are very interested in the progress of the Gibbes party, as we will have to remain in this vicinity at least until the party is on the way, so that the police guard on the crag can be maintained.

Very few visitors to camp, and only a small amount of food was purchased. The people are at present experiencing one of their periodical food shortages, and we are not bringing any pressure to bear on them for fresh food as we can hardly expect the small local population to feed so large a party indefinitely.

Two more small pigs purchased for tomahawks, and issued.

Had a discussion with Mr. Williams about the vital matter of fresh film stocks for the Unit, and the despatch of the large footage of exposed film. Decided that Mr. Grant should leave in the morning with a small, light party to WARARE Camp, and I will arrange for TARI to send out fresh film to this camp. Also will arrange for HEBE, the native that I sent in to guide the Gibbes salvage party, to come back here as fast as possible with 500 feet of film to keep the unit going.

Wednesday 10th. July: Awoke to steady, constant rain. Mr. Grant, with 5 police and 12 carriers, moved off at first light.

No shooting could be done because of the weather, but a long session of tape-recording produced results.

The two airdrops of supplies for the Gibbes party, that were arranged with Captain Gibbes, did not eventuate. Our new store completed - the walls are two feet thick and should be very hard to break into. Hinges, a padbolt and a lock will be dropped to us. The Gibbes stores will be put into this new building, to keep them separate from our stuff.

Very steady rain in the afternoon, and only some 50 people came in with a small amount of food for trading. Meat and rice issued.

Contacted stations at 4.15, to learn that the weather

prevented the aircraft from getting in to TARI. Mr. Crellin ill in bed, and Mr. Claridge advised that he had not been able to recruit a single local carrier to come this far north. The film on the way out. Apparently the prevailing Kapiagu weather is common throughout the Papuan and New Guinea Highlands.

Thursday 11th. July: Another poor day, and again no shooting could be done. The aircraft did not arrive, due weather.

The carriers put the finishing touches to the store, which should last for 3 years. A section of the line cut a road down the 100-foot drop to the Lake.

A frustrating day. Only 60 visitors, and very little food. Constable WI led a party of carriers down the track to the crash, cutting and clearing the road for the use of the salvage party. Issued 2 packs of rice, 10 tins of meat, 2 tins of margarine and a pack of wheatmeal, received in the last drop.

A few feet of tapes recorded.

Contacted all stations at 4.15. The District Commissioner instructed me to remain by the aircraft for as long as possible, to minimise the possibility of damage by the local people. Mr. Claridge still unable to interest the HURI people in a trip to Lake Kapiagu, the reputed source of magic. He arranged with Captain Gibbes - who also came up - for 100 carriers from New Guinea Highlands areas to be recruited and flown in to TARI. The Gibbes party will be immobilized until they get these carriers.

Friday 12th. July: A wet night, and a rainy morning.

The weather cleared somewhat towards mid-morning, and the Norseman was able to get through at 11 a.m. The aircraft made 4 runs, the recovery being 99%. Heavy rope was dropped, also.

A small number of visitors, and talked to them for some time. Practically no food, and had to issue rice and meat.

Rain recommenced in the afternoon, continuing into the night. Mr. Grant and party arrived back from WARARE at 3.45, tired after their long walk. Mr. Grant had to send Constable YAPUT and 5 carriers in to KOROKA with the exposed film, as the KOROKA party left shortly before he arrived at our basecamp at WARARE. He had no trouble along the way.

Came up on the A510 at 4.15, and heard from Mr. Claridge that he hopes to get away on Sunday, if all his carriers arrive in.

Carriers started to fall sick with some type of high fever; Mr. Speer was kept very busy.

Saturday 13th. July: Dull morning. I left with 3 police and 100 carriers for the crash at 7.10. The other European patrol members remained in camp. Could not make our way through the swamp belt below camp that we traversed a few days ago, because of the swollen condition of the Lake. KAPIAGU is at present half as big again as it normally is, and the swamp sites examined for possible airstrip sites looked to be fairly sodden. Was forced to skirt the foothills of the range and travel ~~was~~ was slow and difficult. It took 2 hours and 20 minutes of swamp wading to reach BNE, which had appreciably settled into the swamp.

Rigged up the heavy rope received yesterday, and laid a strip of corduroy to receive the aircraft. Finally all was ready and we attempted the salvage with the rope doubled. The aircraft was commencing to rise when the rope broke, sending it crashing down again on its nose. The rope was then quadrupled, but it

was now too short to afford sufficient leverage. It was not possible to have any of the carriers shoving against the fuselage, as it was only a thin covering of fabric over a cantilever frame.

There was a further delay whilst local people, who were watching our operations from afar, were persuaded to come in and assist us. On the second attempt the aircraft was successfully put onto its wheels. We then roped together 30 feet of fresh corduroy, and managed to get the 'plane out of the swamp and onto this comparatively dry platform.

Upon examination it was seen that two of the propeller-blades were bent, and the engine mounting appeared to be badly strained. The complete tailplane assembly was a write-off. Other damage appeared to the eye of the layman to be superficial, and the main structure of the fuselage appeared to be sound. There is no doubt that the occupants were very lucky men.

Left more carriers to continue the stockpiling of saplings for corduroy. Returned to camp, arriving at 3.30 in heavy rain.

Contacted Captain Gibbes at 4.15 and gave him the damage report. Heard from KOROBA that the 3 men of the Gibbes salvage party are at KOROBA, awaiting the arrival of Mr. Claridge, who is at TARI awaiting the balance of the Gibbes carriers.

The Film Unit managed to shoot 550 feet of film at intervals during the day, so it was quite productive.

Will send 30 more carriers, with police, down to the aircraft in the morning to relieve the present line. There is still no sign of the missing revolvers.

Mr. Grant reported 60 visitors and there was quite a lot of food. Only had to issue 1 pack of rice and 20 tins of meat.

More carriers going down with the mysterious fever, and Mr. Speer becoming worried.

Sunday 14th. July: Heavy rain at night, continuing into the morning, and no filming could be done.

No sign of the Gibbes aircraft with the balance of their rations.

The relief police and carriers left, and the rest of the line was given the day off.

Again about 60 visitors with a little food - rice and meat had to be issued.

There are now 24 carriers down, and the remainder are talking of the "Kapiagu sickness", magic and other things. Mr. Speer kept busy.

Monday 15th. July: Another dull morning. The Unit made use of the watery morning light to shoot 250 feet on the carriers leaving their flys in readiness for the day's work.

Shifted the main camp off the ground where the native personnel have been living for the past fortnight, and relocated the native camp on fresh ground in an attempt to stop the rising incidence of sickness. New latrines and refuse pits were dug.

Mr. Grant and Mr. Williams, with an escort, walked across to examine the possible strip site to see whether or not a sequence of survey activities could be obtained. They arrived back at noon with the news that one of the two sites, at least,

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has failed to stand up to the test of the recent heavy rains. Mr. Williams considered that a survey sequence would be worthwhile, if the weather kept up.

At 12.30 the sun came out briefly, and the Unit shot 200 feet of film on a medical sequence. Filming had to cease at 2.40.

Scheduled 4.15 on the A510, and contacted all stations. Mr. Claridge still at TARI awaiting two Norseman-loads of carriers. Mr. Gibbes from TREMAINE said that his aircraft with the supplies for his ground party had attempted several times to get through to TARI, without success.

Heavy rain again developed. Mr. Speer still busy with our sick carriers.

The 30-foot canoe almost completed.

Tuesday 16th. July: The morning turned out to be fine, and we were able to shoot 600 feet of good material. The work continued until 3 p.m.

Mr. Speer constructed a small medical ward to house the sick men.

The rain again started in the late afternoon, continuing for most of the night.

At 4.15 came up on the A510, and was very glad to hear that Mr. Claridge had his carriers ready - they having been flown in during the break in the weather - and would be moving off for KOROBA in the morning. The arrival of the Gibbes party will relieve us of the necessity of remaining here to guard the aircraft. We are considerably behind schedule. We also heard that there would be 2 airdrops of supplies for the GSA party in the morning.

The carriers spent the day in weaving pitpit matting and stockpiling building timbers.

About 75 visitors, who soon left the camp. They were somewhat uncertain of the aims of the Film Unit in trying to stir up some movement to be used in a sequence of MOGA disputes.

Issued 2 packs of rice and 2 pigs, bought for tomahawks.

Wednesday 17th. July: Heavy rain all night, and during most of the day. The worst day for weather this patrol. No filming.

The aircraft did not come, and the rain kept all visitors out of camp. Had to issue 4 packs of rice and 15 tins of meat. The carrier's morale is now very low, and we cannot afford to delay here any longer for the GSA party, or their rations. It was decided that the patrol would wait tomorrow in case the airdrop comes off, and then move on Friday for the PARU.

Arrangements have been made for PAMI and HEBE, two of the locals who have worked with us for 2½ years, to wait by the aircraft until the arrival of the ground salvage party. In the past three days the aircraft has been surrounded by a high fence of saplings, and should be safe.

Contacted all stations at 4.50, and advised our plans. Asked for an airdrop of supplies on the PARU in about a week.

A wet night.

Thursday 18th. July: A fairly clear morning. During the morning, V-B came over twice and dropped the Gibbes cargo. The aircraft overshot the drop site, and most of the supplies fell into a swamp below the site. Recovery, however, was about 95%. The supplies were locked in the new store, together with

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the radio equipment salvaged from BME. Mr. Claridge has a key to the store, and the supplies should be safe until he gets in. Two locals were paid to stand by the camp.

We took 400 pounds of rice and 24 broken tins of meat from the supplies, to get us across to the PARU, and advised TARI of this at 4.15.

Prepared to move off. Heavy rain was falling for most of the later afternoon.

Twenty locals were recruited to assist with the cargo, as 30 carriers are too sick to carry. Today I developed some form of illness that later turned out to be hepatitis.

Friday 19th. July: A tremendous amount of confusion on departure, to be expected after the long stay here.

Neil Grant and Mr. Speer walked the carriers around the Lake, whilst the Film Unit and myself were ferried over by canoe to the far side. The canoe had to make 2 trips. At 1.10 p.m. we moved after the patrol, with 2 police, and reached them in the bush clearing of KONANE at 1.45. Had to camp here, as I felt unable to continue.

A few visitors brought in some potatoes, but had to issue 3 packs of rice. Locals who assisted this morning were paid off. Mr. Speer treated the sick carriers and myself, and at 4.15 Mr. Grant reported the position to MENDI.

Extremely heavy rain from 4 p.m. on.

Camp No. 17 : KONANE.

Saturday 20th. July: Got away at 7.55, with assistance from the locals. I felt much better, and left ahead of the patrol with police escort.

Moved up through bush and cultivations, joining the track over the range that we used in 1955 at 8.25. Steady climbing, the several creeks crossed being greatly swollen. Passed our old PERAGODYA Campsite at 9.15 and reached the head of the range after 2 hours walking. Descended to the head of the KARO River at 11.00, and followed this down for 20 minutes, and then up to the look-out point overlooking the HEWARIBUGU Valley. Could make out the route followed by Mr. Lang and myself in 1956 on our crossing of the head of this large valley.

Descended, still through PERAGODYA lands, to the floor of the valley to HARONYA clearing, where we camped. The last of the patrol reached camp with the Film Unit at 2.35.

Camp was erected in bright sun, and our local helpers who joined us at the last camp for this day's carry, were paid off with salt. No visitors - the valley is unpopulated at this point - and 4 packs of rice and 1 of meat were issued.

Sched. at 4.15, and our progress reported. Arranged for a drop on the PARU on Tuesday or Wednesday.

Most of the carriers on the improve, with the exception of 5 who are still very sick. I felt ill after the walk today. Mr. Speer gave treatments.

For the first time in weeks, a fine afternoon and night.

Camp No. 18 : HARONYA. Height 4,250'.

Sunday 21st July: Some rain in the morning. Got away at 8.00, and followed our 1955 route across the floor of the valley. All the creeks flooded. Our old HEWARIBUGU Camp passed at 8.50. Followed the KIARO Creek for some time to HEWE gardens at 11.30, overlooking the country through which we have passed. Waited here for Mr. Grant, who arrived at 12.25. Left him to wait with the patrol for the Film Unit, as the weather is fine and this point would make an excellent setting for scenic shots of the patrol on the move that they are anxious to get.

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Climbed to the head of the PARU Divide, to our old campsite of GORAWA, overlooking the river, at 1.5. Rain in the offing, and camp was erected as the tents came in. The Unit arrived in at 2.30, having obtained shots on the way.

About 25 visitors, all friendly, but they brought in little food and 5 packs of rice had to be issued to feed our augmented carrier-line.

Heavy rain could be seen advancing down the river, and at 3.15 it closed in about us.

At this camp we sent back all but 20 of the local people who have been assisting us, with presents of salt and shell.

Mr. Speer very worried over several of the carriers who have not responded to treatment. One of these has had a temperature of well over 100° for a week. He has no anti-biotics, these not having arrived in the last drop. I was feeling off colour also.

Camp No. 19 : GORAWA. Height 5,225'.

Monday 22nd. July: The Unit decided to wait to see if the sun would appear in time for them to get a long shot up the PARU River. We waited until 10 without luck, and decided to move on.

Descended through extensive garden areas, through HAWINI, AIEKE and YERIENA territory. Passed a large "battleground" area. In the AIEKE lands it was decided to camp, since Mr. Speer has decided that he will not risk moving the sick carriers any further without anti-biotics. This large garden area is fairly satisfactory for dropping.

The Unit got in at noon, and used the good light to advantage, getting several scenes. I was feeling very sick and Mr. Speer ordered me to bed, where I remained for the next two days.

Camp was erected well away from the garden areas. The local people have all run off into the bush. We were told that there is a severe food shortage here, and that the people ran off to avoid having to trade us food. Posted guards on the gardens and warned out people against looting.

Camp No. 20 : AIEKE. Height 4,250'.

Tuesday 23rd. July: Prepared for the expected airdrop of supplies. A few of the high trees surrounding this garden site were felled, payment for them having been made.

Mr. Grant and a party of police and carriers went down to the PARU Bridge crossing to repair it. They returned in the early afternoon.

There were few visitors, but the light was fair and the Unit did some filming. At 4.15 we came up on the 4510 and contacted all stations. Advised that the drop should come off in the morning. Mr. Speer still anxious over the health of several of his patients and urgently requires anti-biotics.

Again had to issue 5 packs of rice and tinned meat.

Wednesday 24th. July: A fine morning. Just after noon VH-ASN arrived and carried out the airdrop. The aircraft had to make a fast approach because of the nature of the terrain, and most of the cargo overshot the drop site. It was all recovered successfully. However, there were no anti-biotics. Practically none of the medical supplies requisitioned for by Mr. Speer over two months ago have arrived in TANI, a state of affairs that does not reflect credit on the Bulk Medical Store, IAB.

The local people started to come in today, reassured by

our attitude regarding their gardens. A small amount of food was forthcoming, but we had to issue 4 packs of rice and 1 of meat.

Mr. Speer is not prepared to move his patients until he has anti-biotics, and so on the sched. at 4.15 we advised that the patrol would have to remain immobilized until these were received.

Thursday 25th. July: A fine, warm morning. We put out the markers for the aircraft, which did not arrive.

Fifteen of the carriers still very sick, and my condition much the same. Mr. Speer gave treatments.

The Film Unit were able to get a lot of shooting out of the way. They have exposed about 16,000 feet of film to date, and will only require two or three more days of suitable light to complete the film.

Only 40 visitors, who brought in very little food. Issues of rice and meat were made.

There were heavy showers in the late afternoon. At 4.15 contacted TARI, who advised that no aircraft had come in to the station during the day. Anti-biotics were ready packed for the first available plane. Discussed the position with Mr. Speer, who agreed with me that we should try to move on slowly, using the drugs that we have on the sick men.

Friday 26th. July: After some trouble with the allocation of the loads, we broke camp at left at 8. I went on ahead of the patrol with police escort so that I would not hold up the party.

Just as we left camp, a local native ran off with Mr. Speer's turret head movie camera. It was recovered. No action was taken.

Descended and then climbed a thousand feet to the head of the PARU valley. Descended to the bridge, which was in good condition. Rested here, then crossed the river and ascended the further slopes of the valley. Followed up the valley slopes to ANGAURA, a campsite used by Mr. Speer and myself on our initial contact work in the PARU 2½ years ago. I arrived at 12.30, and the balance of the patrol at 2.

The walk did not help the condition of the 5 most seriously ill carriers. Mr. Speer gave treatments.

A very few visitors, and rice and meat had to be issued. At 4.15 we contacted MENDI and TARI. Mr. Speer had a conversation with the Medical Officer, MENDI, about the condition of the sick members of the patrol. Advised that Mr. Grant would remain at this site until noon tomorrow, in case an aircraft can get out with the drugs required by Mr. Speer. He will leave this site and follow after the patrol if no aircraft has arrived by noon.

Camp No. 21 : ANGAURA. Height 4,300'.

Saturday 27th. July: I left early, ahead of the patrol. Mr. Grant, with a police escort, remained at the campsite with markers out. The rest of the patrol, led by Mr. Speer, followed after my party.

Continued to follow the slopes of the valley along our old route. Crossed the IBA Creek at 8.30 and continued through ANGAURA lands to KARUMA lands, arriving at 10.30. Decided to camp here, as the sick carriers and myself are not thriving on walking. The second part of the patrol arrived at noon, and Mr. Grant at 3. The aircraft did not come.

Weather remained fine and warm, and the Film Unit secured some scenic shots.

About 30 visitors brought in food, but 4 packs of rice and $\frac{1}{2}$ a pack of meat had to be issued.

The sick carriers at last showing some signs of improvement. Mr. Speer gave further treatments.

At 4.15 came up on the A510, but could make no contact.

Slight rain in the late afternoon and evening.

Camp No. 22 : KARUMA. Height 5,000'.

Sunday 28th. July: I again left ahead of the patrol. Took a slightly different route down the PARU until we joined our original track. The PARU a dirty brown in colour, and very much swollen from the rains.

Passed through PUMI garden clearings, and crossed the MINIBI Creek at 9.10 into unpopulated bush country, the track following the course of the river, a few feet above it. The HOKAE Creek was crossed at 10.45. We made slow progress, as the difficulty in keeping down food has made walking an effort.

At 12 noon we heard the sound of an aircraft engine, and a little later saw a "Norseman" circling over the deep PARU Gorge, obviously on the hunt for the patrol. Luckily, the tail of the patrol line was at this moment passing through a garden clearing, and the aircraft was able to drop several packages of drugs, which fell into the forest and were recovered by Mr. Grant.

After 10 minutes, the aircraft passed overhead on the way back to TARI, and we continued the walk. Reached the PARU bridge which was found to be in poor condition. Two of our new recruits, unused to carrying, slipped on the bridge and we lost a patrol box of medical supplies in the swiftly-flowing river.

Continued, and reached our campsite of ADZUGARI at 12.40, Mr. Speer, with Mr. Williams and the sick carriers, arriving in at 2.10. Mr. Grant arrived an hour later.

The weather was fine and sunny all morning, rain commencing at 3. The Film Unit got quite a lot of footage. We had some 60 visitors, and sufficient food to supply the sick carriers was traded. Issues made.

The native contact very good. However, remembering the trouble that we had here on our first visit with stealing, the police and carriers were told to keep a tight hold on their knives and tomahawks.

Mr. Speer attempted to contact stations at 4.15, but the conditions were poor and he made a schedule for 7.30 a.m. tomorrow.

Camp No. 23 : ADZUGARI. Height 5,500'.

Monday 29th. July: Mr. Speer contacted TARI and we asked for an airdrop today, the last that will be required on this patrol.

A dropsite cleared in a good position, and the signal fires and markers were put out. The weather was very good, and the Unit was able to get more shots of the patrol on the move, etc. Over 300 men and women came into camp, with a large supply of food. There is no doubt that this is the densest population in the PARU area.

At 11.35, "Norseman" VH-ASN appeared from the south. It made an approach run over the camp, and came in over the dropsite, towards the camp, for its first run. Five bags of rice, with tinned meat mixed with it, were dropped. The aircraft slightly overshot the dropsite, and the bags fell across the camp. Four people were struck, 3 local people and 1 carrier.

The aircraft, obviously unaware that any mishap had occurred, made 3 more runs, all the cargo falling into the dropsite well

*Report of
Aircraft Taken
on 29th
July*

away from camp. After a final circuit, it made off towards TARI.

Meanwhile, the local people had panicked and were running off in all directions, together with most of our police and carriers. Order was eventually restored, and the people came back into camp. ✓

Of the 4 injured, one man was obviously on the point of death. This man, KANDAUYA/DONE of PUYENA Clan had severe concussion, possible internal chest injuries and fractured spine and other injuries. An old man, KAUKAMBE/WEROBA of KOBIA Clan had a very severe multiple compound fracture of the right leg, severe lacerations and severe shock. His condition was described by Mr. Speer as serious. A third local, a lad of about 15, had facial contusions, a possible skull fracture and concussion. His name was PARO/YAGUALA of ADZUGARI. A carrier, UGI of TOMFA, suffered slight contusions to both legs and his condition was good.

Mr. Speer and I immediately decided that the injured had to be carried out to KOROBA and through to hospital as soon as possible. Rough stretchers were constructed, and a line of our carriers were detailed. The people attempted to prevent us from sending off KANDAUYA, saying that he was dead and they wanted to bury him. They were eventually persuaded to allow him to be carried out by the offer to allow anybody who wished to accompany Mr. Speer and his party.

In the midst of our preparations the aircraft reappeared and dropped a few more items, all of which fell into the dropsite. Mr. Speer left at 2 for ANDUGUNUMUNG Camp, with no objections from the people.

To my astonishment, the people did not attempt to blame us for the unhappy results of the drop. Indeed, one old chap assured me that he could see that the falling cargo came close to me and to Lance-Corporal PERORO, and that one of our own men had been injured also. Ten minutes after the accident, 300 men and women were calmly sitting around the camp, discussing the occurrence and trading food.

Talked to them for a long time, and promised to make immediate, and solid, MOGA payments. I assured the people that we would stay on the spot until we had word of the progress of the injured, and until I could arrange for M.O.P. shell and half axes to be sent out. All were most enthusiastic at the mention of the M.O.P., an impossibly scarce article in the PARU.

Contacted all stations at 4.15 and reported the above. Mr. Roberts, E.M.A. KOROBA, said that he would leave at dawn tomorrow to take over the wounded and get them through to TARI for evacuation. Also spoke to Captain Tschuchnigg, the pilot of VH-ASN - who was weatherbound at TARI - and to Mr. Crellin, A.D.O. TARI, who did the throwing out. Both were very surprised to hear of the occurrence, as both thought that the drop had gone off very well. The accident has cast a veil of depression over the camp. This is the first time in 1,000 days of patrolling that I have lost people in this way. (!)

Although the feeling in camp remained very good - the people stayed with us until we forced them home - I doubled the camp guards to be on the safe side. I think that the phlegmatic acceptance of the accident stems from the fighting habits and familiarity of these warrior people with death and destruction.

We ended the day with plenty of food, and no issues had to be made.

Few of us got much sleep.

Tuesday 30th. July: Discussed the accident with Mr. Williams,

as we now had to face the fact that a considerable delay at ADZUGARI was inevitable. Mr. Williams and his associates said that they could finish the bulk of their shooting at ADZUGARI. We are almost a fortnight behind schedule, and the time cannot be made up because the contract with Supreme Sound Studios does not allow further extensions of time. The necessary first contact shots can be obtained in this area, as it has been visited only once before, and many people whom we were uncontacted by us in 1955 are coming in. Everybody in camp feeling very sorry for Captain Zschuchnigg, who had also been the pilot of the crashed VH-BNE. No blame attaches to anybody, as possible happenings of this nature must be accepted as a part of the normal patrolling risks in this sparsely-populated, rough country. We could not carry out long patrols in the DUNA without the assistance of the Gibbes Sepik Airways pilots, who have proved themselves to be very skilful and willing to risk their lives to fly deep into unmapped, crooked country to keep the supplies up to patrols.

At mid-morning the news reached us that KANDAUYA died last night at ANDUGUMUNG Camp. His body is at present being carried back here for sighting before burial.

About 350 visitors, of all ages and both sexes, and the general feeling excellent. Told the people of the death, but they all knew it last night. I promised the people that as soon as Mr. Speer returned with the steel and shell that Mr. Roberts is bringing out from KOROBA, the MOGA settlement would be made.

At 3 p.m. we had a sched. with all stations. I requested approval from the District Commissioner, Mr. Cole, to make a payment of 15 M.O.P. shells and 15 tomahawks for the death, and he granted this request. This rate of payment is about 4 times the ruling rate in the PARU, but is fully justified in view of the circumstances of the death. We arranged a further sched. for 6 p.m. with KOROBA, as Mr. Roberts was still on the track with the wounded men.

Mr. Speer reached camp at 5.20 and confirmed the circumstances of the death. The body also came in and was sighted, and removed by the people for burial. All the patients were handed over to Mr. Roberts in good health. Mr. Speer had taken the 11 carriers still actively sick in with him, so that the general health of the remaining carriers is now good.

Commenced the Coronial Enquiry.

At 6 p.m. contacted stations. Mr. Roberts came up, and we made arrangements with TARI for them to send out the LandRover to meet C.P.O. Prowne, who will walk the injured through tonight.

Wednesday 31st. July: A steely grey morning, and the Film Unit were unable to get much footage.

The people commenced to come in at mid-morning, about 200 of them, with ample food supplies. At 11 the family of the dead man came in, and the MOGA payment was lined up. As well as the steel and M.O.P., 5 pounds of Girigiri shell was added to the imposing pile. After much palaver - watched with the greatest of interest by everybody - it was agreed that the brother of the dead man - HIMONDA/DONE of FUYESA - was to accept the MOGA on behalf of the widow and children of the deceased. The payment was formally made, and the people were openly enthusiastic, assuring me that they had no grudge against the Government.

After the MOGA, the people traded for our shell and paint with their potatoes, with a great deal of laughing and fondling of the precious Mother-of-Pearl shell.

Most of the remainder of the day spent on the Coronial Enquiry. At 4.15 we contacted TARI, to learn of the death at that station of KAUKAMBE. This news shocked us all, as this old man showed a wonderful example of courage after his injury, and

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he seemed to be in good spirits and condition when he left us. It seems that his age, and the effects of the carry into TARI, were too much for him, and he succumbed to shock.

Arranged for the body to be sent back here for burial. Mr. Browne will bring it over the range to ANDUGIUMUNG, and Mr. Grant - who has just recovered from a very painful boil in the knee-cap - will leave here on Friday morning to bring the body back to camp for sighting and burial.

The other patients apparently in good condition. A further installment of steel and shell will be brought out by Mr. Browne for the second MOGA.

This unexpected second death has had a bad effect on everybody's morale.

Thursday 1st. August: Contacted MENDI and TARI at 7.30 and arranged the details of the carrying out of the deceased.

The people commenced to come in, and we told them of the second death, and promised an equally large MOGA settlement. They again accepted the news very philosophically, and commenced to trade with us without any rancour. Only 60 finally came in.

The sun came out fine and clear, and over 500 feet of colour film was exposed by the Unit. I continued with the Colonial Enquiry.

Most of the local people were absent during the day at the burial ceremony of KANDAUYA. We could hear the death-wails of the women from the burial-place 2 miles behind the camp.

The people who did come in promised to send the news to the KOBIA people of the death of KAUKAMBE.

Some food to hand, but 1½ packs of rice and 30 tins of meat had to be issued.

Contacted KOROBA at 6, to learn that the body had arrived at KOROBA, and that Mr. Browne would be starting our first thing in the morning for the rendezvous with Mr. Grant. He will also bring out the steel and shell for the MOGA settlement.

Friday 2nd. August: Mr. Grant got away at 5.30 with 5 police and 20 carriers.

A dull morning, with scattered showers, but it cleared up later on in the day and some more film footage was obtained.

A large number of visitors, and we put on a firearms demonstration that was filmed by the Unit. It was also tape recorded.

Settled a dispute during the afternoon - it is most encouraging that the people are bringing in their troubles. Early rain drove our contacts from camp.

Contacted all stations in heavy rain, and reported our progress.

Mr. Grant and his party arrived back at 5.30 in heavy rain with the dead man. After sighting, the body was handed over to the local people for burial.

Sufficient food was purchased to feed the patrol, and no issues were made.

Saturday 3rd. August: A dull and overcast morning, improving towards noon. The Film Unit obtained 300 feet of film.

About 70 people turned up in camp - threatening rain in the early afternoon kept them away. However, the KOBIA people

turned up for the MOGA payment. The MOGA was handed over to PAIABE/WEROEA for distribution to those entitled to a share by local custom. Again the people seemed genuinely surprised at the amount we were prepared to pay, and they all went away happily arguing about the distribution.

Most of the day spent in drafting the patrol report.

The carriers are very anxious to be off - as are we all - but unfortunately one scene remains uncompleted and will have to be finalized before we can move.

Sunday 4th. August: A dull morning, but it improved later and the Unit shot 300 feet of film to complete the material required from this area.

A fair number of people came in, but most went away at the second burial. Issued 3 packs of rice and 20 tin of meat. Another MOGA complaint settled. Several of the local people brought in a more serious complaint - that headmen from areas around KOROBA had been raiding the local pigs, secure in the belief that the Government would back them against the newly-contacted ADZUGARI people. Assured the locals that their pigs would be returned and suitable action taken against the offenders.

There were scattered showers during the afternoon. In the early afternoon Mr. Spear and Mr. Williams, with escort, returned from a brief inspection that they made of the country across the river. Mr. Williams did not think that the material available was worth any of the 500 feet of film that remains.

Monday 5th. August: Broke camp at 7.30 for the homeward journey. The Film Unit required finishing shots of the patrol personnel on the march, and it was hoped to secure these during the walk.

We followed our original route to ANDUGUNUNUNG - I reached here at 10.15, and the Unit at 11. We secured the final shots of the patrol in the vicinity of this camp, after much trouble with the elusive sun.

I moved on at 12 for KURENDA Camp, on the western slopes of the PALAMUN Valley. A hard climb to the divide, and a steep descent through thick bush studded with limestone outcrops, then an ascent up the western slopes to the camp at 5,700', arriving at 1.15. The unit got in at 2.5.

We were met on the road by PUGURABA, our Koroba headman. He escorted us in to camp. Mr. Grant has a small resthouse here. Few visitors came in, because of the threatening rain. Set up the A510 and reported our E.T.A. KOROBA tomorrow. Arranged for transport for the Film Unit from the TAGARI Bridge to TARI on Wednesday, and to Port Moresby on Thursday.

Issued 3 packs of meat, and all the remaining tinned meat.

Camp No. 24 : KURENDA. Height 5,700'.

Tuesday 6th. August : Returned to KOROBA, arriving at 11.30. The Film Unit delayed high on the slopes of the divide to get a last shot of KOROBA and environs, and arrived in at 1.30.

All well at the station. Mr. Cadet Browne did a very good job whilst we were away.

END OF PATROL DIARY.

COMMENTS AND OBSERVATIONS(I) NATIVE AFFAIRS:

The position here, in all areas, was found to be very good.

The patrol was given every assistance by the peoples with whom it came in contact. General feeling was at all times good, and there was little friction between patrol personnel and the local people. As before, visitors to our camps invariably left their bows and arrows at home. This disappointed the Film Unit, who would have been glad to include shots of armed men, but from the administrative point of view it is very satisfactory.

The people are starting to come to patrol camps with their disputes in the areas closer to KOROBA. Not only current disputes, but troubles going back many years are ranged for our decisions. Our custom is to refuse to interfere in disputes that go back to the days before the North-West TARI Patrol settled at KOROBA, unless both sides wish us to adjudicate. It is inevitable that once the people start bringing in their troubles, ancient causes of dissention will be dug up, and a line has to be drawn somewhere, at least until we have had more opportunity of studying the social system of the people and - particularly - the system of land tenure and ownership.

Most of the disputes heard concerned the non-payment of the traditional MOGA exchanges of pigs and steel in compensation for people killed or wounded in tribal fighting.

It is evident that the trade-routes up the TUMBUDU and PARU Rivers have been expanded since we arrived in 1955. The people in the vicinity of LAKE KAPIAGU and the STRICKLAND are still extremely steel-hungry, it is true, but one or two tomahawks are starting to find their way in from the HURI Basin. The bulk of it still comes from patrols.

The PARU River country was formerly considered to be dangerous to all who had no blood affiliations, but nowadays parties of people bent on trading journey as far as ADZUGARI in comparative safety. It seems likely that the PARU people are being victimized to some extent by the more sophisticated traders from TARI, and this tendency will be watched.

The PARU has had little contact as yet. Mr. Speer and myself followed it down to the limit of population in 1955, and this was the first visit. Mr. Lang and myself spent a day on the river in 1956, and Mr. Grant touched on the river at its closest point to KOROBA in 1956. There are still pockets of population remaining uncontacted on the eastern slopes of the valley. Despite this lack of contact we got a good reception from these people - far better than in 1955. Even the tragic death of two locals, as detailed in the diary, was accepted remarkably well. The people said that they realized it could just as easily have been police or Europeans as locals who were hit by the falling cargo, and they seemed to appreciate the fact that we tried to do all that we could for the injured men. The return of the bodies to ADZUGARI for local burial helped to ease the situation greatly, as did the vastly inflated (by local standards) MOGA payments of 15 M.O.P. Shells, 15 half axes and 5 pounds of cowrie shells for each death, paid to the relatives on the spot, and without the endless delays and haggling common to normal MOGA payments.

Although we left good feeling behind us in the PARU, under the circumstances I think it necessary to return next month as a matter of priority, to patrol the area and establish two or three semi-permanent basecamps in strategic positions.

Bonarr

There is still a good deal of fighting in more or less continual progress in the DUNA country generally, and it is not possible for us to claim, as yet, that our influence has made any real impression on the fighting proclivities of the people outside of a 2-day radius from KOROBA. Within this radius some spasmodic outbreaks occur, but rarely. Considering warlike nature of these people, we have made reasonable progress since 1955.

That we have made some impression on the people can be gauged from the fact that when our carriers started to sicken, we had no trouble at all in recruiting 20 young locals; we could have recruited twice the number, had we been able to feed them. We will hold these natives at KOROBA for a short time, to give them a chance to earn a tomahawk or two before being returned.

Our return to this northern country this year was a good deal different to previous visits in another aspect, in that almost every camp produced a native or two who would grinningly thrust himself forward and claim the status of trusted friend of the Government on the basis of services rendered in 1955 and 1956.

Many groups helped us again with our cargo, for which service they received cowrie shells, paint and salt.

(2) CARRIERS:

Unfortunately, the fear of the LAKE KAPIAGU-STRICKLAND country persists amongst the local KOROBAS and the HURIS of the Tari Basin, despite the successful visit to the STRICKLAND in 1955. When I was attempting to get local recruits I once again met the accusation that HURIS had died on the STRICKLAND in 1954 with the A.P.C. Party, and no arguments served to shake the old story of DUNA sorcery and magic.

For this particular patrol it was quite essential that we have at least a proportion of carriers that we could rely upon in emergencies, without the fear of sudden desertion as in 1955, and so 70 natives from the TAMBUL area of the Western Highlands District were recruited. Hard talking produced some local assistance which, with a few hard-pressed WABAGA natives who had walked over from New Guinea in the hope of employment of some kind, enabled the patrol carrier-line to be completed.

The time has come for us to mount our patrols with purely local assistance, and I am bound to say that the prospect does not look bright. Already the sickness that singled out 30 carriers at LAKE KAPIAGU has been put down to the malignant influence of the Lake area. We can but hope that the further uneventful visit to the STRICKLAND area will help to convince the local people that they have nothing to fear there.

In passing, it might be mentioned that Mr. R. M. Claridge was unsuccessful in persuading a single HURI to accompany the G.S.A. salvage patrol to the Lake to salvage the crashed Norseman VH-BNE, despite strenuous efforts, and 100 carriers had to be flown in from New Guinea Highland areas, at great expense to the company.

The problem of carriers for the DUNA country is one that we have had for a long time. Time should solve it: in the interim carriers must be picked up from here and there as can best be managed. (It is useless to take any but willing recruits for these long patrols.)

(3) STORES AND SUPPLIES:

We knew from past experience that food resources throughout the DUNA country would be insufficient to feed such a large party, and so before leaving the

station a tentative list of probable airdrops of supplies was worked out. The patrol received a total of 9 ration drops, in addition to the drops made by G.S.A. for their own party. Three lots of film were included. Although once or twice we were down to nil stocks by the time the aircraft showed up, the plan in general worked well. It would have been quite impossible to carry out the patrol without these airdrops.

Recovery of cargo overall averaged 95% - a high figure. Again our thanks are due to G. S. A. and pilots, and to the officers at TARI who took such evident care with the packing of the supplies and special film items. The constant airdrops and consequent packing must have disrupted the work at TARI, as we are well aware.

As mentioned in previous reports, the best trade for use in the DUNA country remains steel - particularly tomahawks - shell and paint. We never use M.O.F. for anything but land-buying and emergencies, and in consequence this article retains an extremely high value in this country. Knives under 8" in length are not worth carrying. Mirrors are unenthusiastically accepted but have small value and are not worth the careful packing required. I think that strong plane blades would be very acceptable as an improvement on the native stone axe - which is more of an adze, actually - and will obtain some for trial.

The only small trade worth considering is cowrie shell (girigiri), red and yellow lac paint, and salt. Trade values are still high as we have been careful not to inflate the market.

(4) COMMUNICATIONS :

We commenced the patrol with the venerable TRP-1A that we first started to use in 1955. This set was overhauled in MADANG prior to departure, but proved to be virtually useless. It was so old that the wiring had commenced to crystallize, and the frequency modulation dial did not function correctly, making it impossible to tune.

After some time with this set, 2 replacements were set out. These were A.W.A. WSA510 portable sets, of military pattern, in good heavy boxes. They proved to be excellent sets in all but very unfavourable static conditions, having but one drawback for this type of work: that is, on the 3-megacycle frequencies used for inter-district communications in the Southern Highlands, over 130 feet of aerial has to be erected, in 3 separate sections. This can take quite some time if a clear open space is not available.

I found the A510 to be extremely sensitive to weather conditions and to surroundings. Given a clear, high position well away from trees, both reception and transmission is first class. On many occasions MENDI, IALIBU and ERAVE in the Southern Highlands, and TREMAINE in the Western Highlands read me strength 5 and came in at the same strength. For Highlands communications, therefore, with the Horizontal Dipole Aerial and under good conditions, the usable range of the set is in the region of 100 miles, despite the rated performance of 30-40 miles only. Battery consumption in practice is fairly good, but in common with all these very small light transceivers performance falls away rapidly after the batteries have had 4 or 5 hours use. Tuning is simple and foolproof, once the rather complicated instructions are mastered, and the set possesses the tremendous advantage of a choice of any of 4 frequencies ranging from 2 to 10 megacycles, that can be changed at will.

This set will undoubtedly make patrolling safer and easier in this type of country. Its value was graphically demonstrated during the 2 emergencies on this patrol.

Extract
to P + T
A. 9/10

(5) GARDENS AND LIVESTOCK :

Previous patrol reports have covered this topic, and the present position is unchanged.

In most areas food was fairly short, and we were obliged to issue rice and meat on most days. The people everywhere were only too willing to assist, and would come apologetically to camp with small bags of stringy potatoes, explaining that they could spare no more.

Because of our airdrops we were largely independent of local food supplies and so did not embarrass the people.

Seeds were planted out in several places by Mr. Grant - mostly the common types of European vegetable. To date there is little indication of any change in diet brought about by introduced foods, but such a process is at the best of times very gradual and doubtless a few more years will show changes here.

(6) ROADS AND BRIDGES :

Because of the bad weather conditions encountered, most of the rivers were high and the tracks were usually in poor condition.

A bridge was built near the existing bridge over the TUMBUDU near Koroba, for film purposes. Most existing bridges required a good deal of work to put them into condition to risk the passage of the valuable movie and sound equipment.

(7) SCRIPSITES AND STATION SITES :

We could do little work in this direction because of the demands of the film schedule.

Originally the patrol was to establish a Post somewhere in the LAKE KAPIAGU area, but the Film Unit were not interested in filming the building of a station. Mr. Williams was after a record of the day-to-day activities of a patrol in new country. This suited us in the District, as staff shortages would have made it very difficult to establish a station and do a film patrol as well.

Two possible sites near LAKE KAPIAGU were briefly examined. Both were somewhat the worse for the heavy rains and here would be a terrific drainage problem. A further possibility was noted some 2 miles south of the lake, but we could not spare the time to properly investigate.

The Lake proved to be perfect for floatplanes. The Captain of the Qantas "Beaver" floatplane that flew in to evacuate the 4 crash survivors said that the area of the Lake gave him plenty of room to put down, with a good margin for safety. It is fortunate that Mr. Lang and myself sounded the Lake on our 1956 Strickland patrol. The Captain had a copy of the sounding plan that I submitted with him in his aircraft.

The KOROKA-TARI Road is practically completed. Two more months of supervision will see it through. With both Mr. Grant and C.P.O. Browne due for leave in December, followed by a year at A.S.C.P.A. and with no other staff at present available, it is considered that the opening of the new Post should be deferred until after Christmas. To my mind it is essential that the officers who will man the new Post should have a full term ahead of them when they start their work. The personality of the individual officer is the essential thing for the first year or so when opening up a new area. I consider that it would be a mistake to send out Messrs. Grant and Browne for a month or two only.

Unless otherwise instructed, I will use these two officers to complete the Tari road-link so that we may put

a tractor and trailer onto the job of hauling supplies out from TARI as soon as possible until they go on leave. When I get replacements the new post can be opened; as there will probably be little hope of getting officers experienced in this form of native administration in new country, I will, if necessary, accompany the patrol myself in the initial stages.

The PARU River affords a better location for the Post than does the thinly populated LAKE KAPIAGU area. As I mentioned in my report on the Strickland Patrol (N. W. Tari P. R. No. 2 of 1955/56), I envisaged a patrolling base only at Kapiagu, to be manned for 3 to 6 months per year. It is very strategically situated for such a base, but the small immediately-contiguous population would make the construction of an airstrip here a long and costly job.

(8) CONCLUSION :

The Coronial Enquiry into the deaths of the two natives at ADZUGARI will be completed as soon as I have the chance to obtain evidence from the Captain of the airdrop aircraft. When completed, the depositions will be forwarded.

My thanks are due to all the European members of the patrol for their assistance and co-operation. Relations between all members remained excellent from first to last, under conditions that were often trying and difficult. Mr. Williams and his associates were cheerful and co-operative companions on the track and in camp, despite the unaccustomed walking.

To Mr. Speer, about to leave the DUNA for duty at LAE, I extend my most grateful thanks for his assistance and interest over the past 2½ years. With his liking and understanding of the DUNA people, he will be very much missed.

This was Mr. Grant's first experience of long patrolling, and he did his usual sound and reliable job of work.

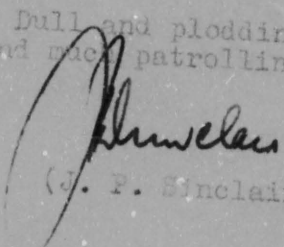
Read - J. P. Sinclair
17/10
J. P. Sinclair) a/A. D. O.

APPENDIX "A" . Report on the members of the Royal Papuan and New Guinea Constabulary who accompanied the Patrol:

The patrol Detachment did a satisfactory job. There were no cases of friction between the Papuan and New Guinea members, and the N.C.O.'s received the support of the Detachment. Several of the Police were experiencing their first patrol in restricted territory, and they accumulated valuable experience.

Reports on individual members follow:

- No. 3555 Corporal YAGI: YAGI was returned sick to the station on 13/6/57. For the period that he was in charge of the Detachment, he did his usual sound, reliable job.
- No. 7000 Lance-Corporal PERORO: He is one of the most outstanding policemen that I have encountered. Did an excellent job.
- No. 4236 Const.-Bugler NAPWI: A fine Bugler, and a reliable patrol policeman. Has been with the Detachment since 1955.
- No. 5311B Constable PANUN: A sound, reliable patrol policeman.
- No. 3718 Constable TOMA: TOMA has had some 17 years in the Force. He is of average ability, but is most reliable and likeable. Really too old for this sort of patrol.
- No. 61039PA Constable WI: Outstanding man, with great experience in the Southern Highlands. His main fault is a tendency towards heavy-handedness. Acted as Senior Constable and will be recommended for promotion.
- No. Constable FANANGOWI: Fair only. His first experience of this type of patrolling. May improve.
- No. Constable AKOANI: Dull; of barely average ability. Another new recruit to this Detachment.
- No. 6972 Constable LOMAN: A member of the original Smith-Clancy patrol that opened TARI. Speaks fair HURI and is a most helpful type for this area.
- No. 7805 Constable GERAHU: Another long-time member of this and the Tari Detachment. Speaks some HURI, and is fairly reliable.
- No. Constable SIPORI: New to this area, he did a good job and should develop into a useful constable.
- No. Constable YANSUAPG: Fair only, but may improve with further experience in restricted territory.
- No. Constable MAKI: New to this area, and an excellent patrol constable, who will probably earn promotion.
- No. 8471 Constable YAPUT: Excellent, experienced bush constable. Did a good job.
- No. 7866 Constable MALIOMFON: Average only. Seems to have ability, and should be better than he seems to be.
- No. Constable POKU: Dull and plodding and of limited use, despite long service and much patrolling in S. H. D.


(J. P. Sinclair)a/ A. D. O.

APPENDIX "B". Medical and Health:

Mr. Speer, European Medical Assistant, accompanied the patrol and has submitted his own, detailed medical report to his Headquarters. Only a few figures are given here; for a full picture of the medical and health position in the area patrolled, please refer to Mr. Speer's Report.

On this patrol, Mr. Speer spent most of his time in maintaining the health of the patrol personnel, native and European. It is very fortunate indeed that we had Mr. Speer with us. He undoubtedly saved several lives.

In all, Mr. Speer and his medical staff gave 2,801 treatments. The breakdown of treatments is as follows:

<u>CARRIERS</u>	<u>R.P. & N.G.C.</u>	<u>P.H.D.</u>	<u>NATIVE</u>
1740	266	45	750

J. P. Sinclair

(J. P. Sinclair) a/A. D. O.

TOTAL

F



TERRITORY OF PAPUA AND NEW GUINEA



PATROL REPORT

District of... SOUTHERN HIGHLANDS Report No. DUNA No. 9 of 1956/57.

Patrol Conducted by..... R. C. Brown, G. P. C.

Area Patrolled..... Koroba - Tagari River.

Patrol Accompanied by Europeans..... Nil.

Natives..... 7 members R.P. & N.G.C.
1 Interpreter.

Duration—From..... 2./6./19.57. to 15./8./19.57.

Number of Days..... 47 days on patrol.

Did Medical Assistant Accompany? No.

Last Patrol to Area by—District Services..... 25/5/19.57.

Medical/18.

Map Reference..... Refer Duna Patrol No. 4 of 1956/57.

Objects of Patrol..... Road and bridge construction.

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

5/9/1957

[Handwritten Signature]
.....
District Commissioner

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

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

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

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

NA.30-18-68

12th September, 1957

District Officer,
MINDI

PATROL REPORT NO. 8 - 1956/57 - MINDI

Receipt of the above-mentioned Patrol Report is acknowledged.

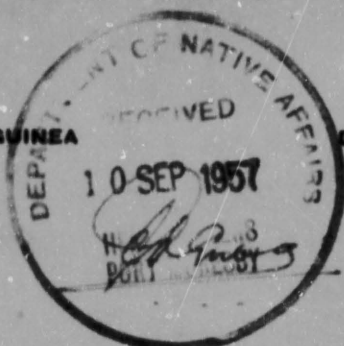
As you remark, Mr. Brown has carried out your instructions enthusiastically with satisfactory results. He has no doubt benefited greatly from the close association with people whilst performing supervision of road and bridge work.

A.A.R.
PC (A.A. Roberts)
Director

PA



TERRITORY OF PAPUA AND NEW GUINEA
RECEIVED.



30/1/68 ✓

DEPARTMENT OF THE ADMINISTRATOR
Southern Highlands District,
MEKILA.

In Reply Please Quote No. **30/1 - 233.**
5th September, 1957.

**Assistant District Officer,
KOROBA.**

2/A. Duna 8 - 1956/57
Mr. J.C. Browne - C.P.O.

Patrol Report and attachments are acknowledged.

2. Mr. Browne has obviously carried out his instructions with enthusiasm and is to be congratulated on his achievements. Road and bridge work supervision is not very spectacular nor is it as interesting as native affairs patrolling but it is most essential to your area and is very good experience in native contact work for Mr. Browne.

3. Whilst this report was well written and neatly presented I would like Mr. Browne in future to report more on his impressions of the native situation as he finds it and to comment on such aspects as health and agriculture.

(Robt. R. Cole)
District Commissioner.

Minute to -
The Director,
Department of Native Affairs,
PORT MORESBY.

Report in duplicate and camping claim herewith.
This is Mr. Browne's first patrol report.

(Robt. R. Cole)
District Commissioner.

RRC:VHS.

Southern Highlands District,
MEHDL.

30/1 - 233.

5th September, 1957.

Assistant District Officer,
KORUMU.

P/R. Duna 8 - 1956/57
Mr. H.C. Browne - C.F.O.

Patrol Report and attachments are acknowledged.

2. Mr. Browne has obviously carried out his instructions with enthusiasm and is to be congratulated on his achievements. Road and bridge work supervision is not very spectacular nor is it as interesting as native affairs patrolling but it is most essential to your area and is very good experience in native contact work for Mr. Browne.

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(Robt. R. Cole)
District Commissioner.

Minute to -
The Director,
Department of Native Affairs,
PORT MORESBY.

Report in duplicate and camping claim herewith.

This is Mr. Browne's first patrol report,


(Robt. R. Cole)
District Commissioner.



TERRITORY OF PAPUA AND NEW GUINEA

In Reply
Please Quote

No. 30/1

Sub-District Office,
Koroba,
Southern Highlands.
23rd August, 1957.

The District Commissioner,
Southern Highlands District,
MENDI.

DUNA PATROL REPORT NO. 9 OF 1956/57.

<u>Officer conducting patrol.</u>	R.C. Browne, C.P.O.
<u>Area Patrolled.</u>	Koroba - Tagari river.
<u>Objects of Patrol.</u>	Road and bridge construction.
<u>Duration.</u>	2nd June, 1957 to 15th August, 1957. (47 days on patrol)

Personnel Accompanying.

European.	nil.
Members R.P. & N.G.C. June:-	No. 7795 Const. Vemdari No. 2862 Const. Babaru. No. 8191 Const. Kambra. No. 9160 Const. Nawe. No. 9693 Const. Kari. No. 9696 Const. Tomd. Angobe. Kopear.
Interpreter. N.M.O.	
Members R.P. & N.G.C. July:-	No. 2225 Sgt. Orera. P/T. No. 6130 L/Cpl. Auwa. P/T. No. 7940 L/Cpl. Gavia. No. 7795 Const. Vemdari. No. 8826 Const. Weini. No. 9683 Const. Bajue. No. 9624 Const. Rosi. No. 8191 Const. Kambra. No. 2862 Const. Babaru. Angobe. Kepa.
Interpreter. N.M.O.	

Map Reference.

Refer Duna Patrol Report No. 4
of 1956/57.

INTRODUCTION.

This patrol was primarily concerned with the completion of the Tagari River bridge and the construction of the Tari-Koroba road.

With the Department of Information Patrol in the field this patrol had to be interrupted many times to attend to visitors and other matters at Koroba, also the packing of airdrop supplies at Tari.

Since the completion of this patrol the landrover has been driven to Koroba but a good deal of improvements will be necessary before the road is safe for vehicular traffic.

DAIRY.

Sunday, 2nd June 1957.

Patrol walked Tagari River camp.
Self proceeded Tari per Landrover during afternoon.

Monday, 3rd June to Friday, 7th June.

Packing supplies to be airdropped to the Department of Information Patrol.

Saturday, 8th June.

Returned to the Tagari River bridge camp.
Portable radios and batteries for D. of I, patrol forwarded to Koroba.
Light rain during the night.

Sunday, 9th June.

Slight drizzle until 8.30a.m.
Bridge work continued.
Pegged the section of road approaching the Tagari river bridge.
Light rain during the night.

Monday, 10th June.

Drizzle until 9.00a.m.
Bridge work continued.
Proceeded to Deewee to inspect progress of road.
No. Rain.

Tuesday, 11th June.

Visited the surrounding area to ask the people to help on the bridge.
Bridge and road work continued.
Mr. and Mrs. Crellin visited camp at 1.00p.m. and Mr. Crellin remained until 4.30p.m. working on the bridge.
Rain commenced at 5.30p.m.

Wednesday, 12th June.

Bridge and road work continued.
Fr. B. Tomassetti and Mr. Crellin arrived at 10.00a.m. and remained until 3.30p.m. working on the bridge.
Rain commenced 4.00p.m.

Thursday, 13th June.

Drizzle until 9.00a.m.
Bridge and road work continued.
Commenced nailing on the permanent decking.
Tractor arrived mid-day with stores.
Rain at 3.30p.m.

Friday, 14th June.

Light rain until 9.30a.m.
Road and bridge work continued.
No Rain.

Saturday, 15th June.

Bridge and road work continued.
Decking completed.

DAIRY CONT.

Sunday, 16th June.

Bridge work continued.

Kerbing to strengthen the bridge put in on one side.

At mid-day the Landrover arrived followed by the Tari motor cycles. After a picnic lunch the bridge was blessed by Fr. B. Tomassetti and officially opened by Mrs. I. Burchett. Also present were Mr. and Mrs. W. Crellin, Mr. E. Burchett, Mr. and Mrs. T. Lumsden, Mr. D. McLaughlin, Mr. and Mrs. N. Justo, Brother Mark Bollinger and Mr. R. Hiatt.

A fully-loaded Landrover crossed the bridge which proved to be a great success.

Self proceeded to Tari per Landrover.

Monday, 17th June and Tuesday, 18th June.

At Tari, Assisted on Airdrop on Tuesday.

Wednesday, 19th June.

Helped on another airdrop this morning.

Returned to Tagari river camp during afternoon.

No Rain.

Thursday, 20th June.

Bridge and road work continued.

Kerbing completed on both sides of bridge.

A woman arrived at camp with two very bad cuts in her head inflicted by a digging stick, she had come from Tari. Word was sent to Tari requesting Landrover which arrived at 7.00p.m. driven by Mr. E. Burchett, E.M.A. Landrover returned to Tari with injured woman.

No rain.

Friday, 21st June.

Bridge and road work continued.

Proceeded to inspect progress of road at Deewee, visited the surrounding area to ask them to come to work.

No rain.

Saturday, 22nd June.

Went to Hedamare to ask them to help on the Deewee ridge, road work very slow here due to large outcrops of limestone.

No rain.

Sunday, 23rd June.

Returned to Koroba.

Monday, 24th June to Thursday, 27th June.

At Koroba.

Friday, 28th June.

Proceeded to Tagari River. Accompanied Messrs. Mason and Hiatt back to Koroba.

Saturday, 29th June.

Escorted Messrs. Mason and Hiatt back to The Tagari River. Self returned to Koroba.

Sunday, 30th June to Sunday, 7th July.

At Koroba.

Monday, 3th July.

Patrol proceeded to Kchona where camp was made.

In afternoon commenced marking and cutting timber for the bridge over the Togoma river.

Heavy rain during the night.

Tuesday, 9th July.

Light drizzle until 9.30a.m.

Heavy rain during the night caused the river to rise thereby making it difficult to work. All timber for the bridge was cut and dragged to the bridge site.

Rain commenced 3.15p.m.

DAIRY CONT.

Wednesday, 10th July.

Drizzle early morning and it continued off and on all day.

Bridge work continued.

Word received from Tari that Gibbes Sepik Airways ground party to salvage VH-BNE would be coming through any day and would I proceed to The Tagari river to ferry patrol equipment through to Koroba. Went to the Tagari river where all rations, etc, were collected, returned to camp at 5.15p.m.

Rain commenced 3.00p.m.

Weather conditions exceptionally bad.

Thursday, 11th July.

Due to the high level of the Togoma river, work was abandoned here. Commenced marking and cutting timber for the Asunaga river bridge.

Rain commenced at 4.30p.m.

Friday, 12th July.

Work continued on the Asunaga river bridge.

Returned to the Togoma river during afternoon to inspect water level hoping to recommence construction on the following day.

Light rain at 4.00p.m.

Saturday, 13th July.

Asunaga bridge completed.

Messrs. Robinson, Nolen and Fuzzi of the Gibbes Sepik Airways ground party arrived camp 2.00p.m.

Accompanied them to Koroba.

Light rain at 3.00p.m.

Sunday, 14th July to Wednesday, 17th July.

At Koroba. Mr. Claridge, P.O. arrived on Wednesday.

Thursday, 18th July.

Mr. Claridge and G.S.A. ground party left Koroba en route Lake Kapiagu.

Self returned to camp at Kobona.

Work again commenced on the Togoma river bridge.

The road at Kukarin ridge nearly completed but a lot of improvements will be necessary.

Rain commenced 5.00p.m.

Friday, 19th July.

Left two policemen to complete decking on the Togoma river bridge and to build some other small bridges.

Broke camp 9.00a.m. and proceeded to Edaebo rest house.

Light rain commenced 2.30p.m.

Saturday, 20th July.

Sent word to surrounding groups to come to work.

Roadwork on the Deewee ridge continuing slowly.

Construction commenced on some small bridges.

Dr. Malcolm D.M.O. arrived unexpectedly at 4.00p.m.

I accompanied him to Koroba, arriving there at 7.00p.m.

Light rain commenced at 5.00p.m.

Sunday, 21st July.

Accompanied Dr. Malcolm to Tagari river.

Mr. and Mrs. Crellin arrived at Edaebo camp during the afternoon and we proceeded to the top of the Tambugwa ridge per landrover. With Mr. Crellin inspected outcrops of limestone and the difficult parts of the road.

Light rain commenced at 5.00p.m.

DAIRY CONT.

Monday, 22nd July.

Road and bridge work continued.
Rain at 2.00p.m.

Tuesday, 23rd July.

Visited Hedamare requesting them to come to work.
Returned to the Deewee ridge at 2.00p.m.
Very heavy rain commenced at 3.00p.m.

Wednesday, 24th July.

Mr. T. Lumsden, roadmaster, arrived camp at 8.30a.m.
and we proceeded to Deewee where blasting with Gelignite was
commenced. Many outcrops of limestone were blown away.
Due to bad weather Mr. Lumsden remained overnight.
Rain commenced 4.00p.m.

Thursday, 25th July.

Mr. Lumsden returned to Tari by Landrover this
morning.

Road and bridge work continued.
Rain during the night.

Friday, 26th July.

With the completion of some small bridges on this
section, all bridges between Koroba and the Tagari river have been
completed except the 65' open Naggia river which is close to Koroba.
More rock encountered on Deewee ridge.
Arbitrated in a dispute.
Rain at 2.00p.m.

Saturday, 27th July.

Roadwork continued.
Pigs exchanged to settle dispute brought to the
camp yesterday, both parties were satisfied.
No rain.

Sunday, 28th July.

Road work continued.
Stores forwarded to Koroba.
Light rain during night.

Monday, 29th July.

Light rain until 9.00a.m.
Roadwork continued.
All stores ferried from the Tagari river store to
Edebe camp.
No rain.

Tuesday, 30th July.

This morning I heard of the bad accident at
Adzugari in the Paru Valley, some native persons had been hit
by cargo dropped from an aircraft.
Proceeded to Koroba with a long line of cargo.
Mr. Roberts, E.M.A. had proceeded to the Paru to
pick the patients of the airdrop accident. He returned at 6.30p.m.
Self proceeded to the top of Tambugwa khxxx with
patients, the Landrover was waiting to take them to Tari.
No rain.

Wednesday, 31st July.

Arrived back at Koroba at 5.30a.m.
Construction of the Naggia river bridge commenced.

Thursday, 1st August.

Visited Kukarin ridge by motor cycle to inspect
road work there.
Received word that one of the patients of the
airdrop had died at Tari and that the body was being returned to
Koroba for forwarding to the Paru.

DAIRY CONT.

Friday, 2nd August.

Left Koroba at 7.15a.m. with body of dead man and proceeded to the Paru. Met Mr. Grant. P.O. at 11.15a.m., delivered the corpse and returned to Koroba.

Saturday, 3rd August to Wednesday, 7th August.

At Koroba. Department on Information patrol returned on the 6th August.

Thursday, 8th August.

Started to cut a track back towards the Tumbudu river to clear the way for Gibbes Stock Airways ground party carrying out VH-BNE.

Returned to Koroba.

Friday 9th August.

Continued to cut track.
Returned to Koroba.

Saturday, 10th August.

Patrol left Koroba at 9.15a.m. and at 11.15a.m. put camp at Kabunari.

Mr. L. Nolen and party passed the camp at 12.45p.m. en route Koroba.

The cutting of the track completed between Koroba and camp site.

Light rain during the night.

Sunday, 11th August.

Light drizzle early morning.

Broke camp at 8.30a.m. and proceeded along native track putting camp at Kamberra at 10.15a.m.

Commenced cutting track between Kabunari and Kamberra.

Mr. Claridge's patrol with C.S.A. personnel arrived mid-day with parts of the aircraft.

Monday, 12th August.

Patrol remained at Kamberra to await larger parts of the aircraft to be carried up.

Track to Koroba completed.

Tuesday, 13th August.

Both patrols proceeded Koroba.

Wednesday, 14th August.

Accompanied Mr. Claridge and party to the Tagari River camp.

Messrs. Claridge, Robinson and Buzzi proceeded to Teri by Landrover.

Self remained overnight at Tagari river camp.

Thursday, 15th August.

Returned to Koroba with long line of cargo.

END OF DAIRY

NATIVE AFFAIRS.

During this patrol the situation appeared very satisfactory. I was called upon to arbitrate in one dispute in which both the complainant and defendant appeared. The dispute was settled to the satisfaction of both parties with the exchange of pigs.

The labour turn-up for both road and bridge was fairly good, the native people all along the road have done a very good job but are now getting very tired of it. The presence of limestone outcrops on the Deewee ridge discouraged many of them.

CONCLUSION.

The completion of the Tagari River bridge and the connecting of Tari and Koroba by road will take the burden of carrying off the local people. It may be some time before a complete change-over is effected as parts of the road still need much improvements plus the fact that Koroba has no motor vehicle as yet.

Another month's patrol along the road should finally complete it, if not the rest of the work could be supervised by frequent visits on the motor cycle.

R.C. Browne

R.C. Browne, C.P.O.

APPENDIX "A" TO DIANA PATROL REPORT NO. 9 OF 1956/57.

ROADS AND BRIDGES.

The completion of the Tagari river bridge for motor traffic during June and the subsequent use of it by the landrover has proved to be a great success.

During the last two weeks of construction many hanger cables had to be replaced, linseed oil was put on all wire cables and rust proof paint was put on the steel plates and rollers on top of the towers, also flat iron was put over the four joinings of the stringer beams to protect them against the weather. Kerbing was built in on both sides of the bridge, the main purpose of this was to strengthen the bridge. A lot of work has yet to be done on the Tagari River bridge before it is finally completed and before regular use is made of it by Landrover and Tractor. At present it is used by the landrover but not very often.

All the bridges along the road, except the 658 span Naggia River bridge, were completed during July including the 44' span Togoma river bridge and the 39' span Asunaga river bridge. The construction of the Naggia bridge commenced late July and is now completed.

The road on the Deewee ridge is still giving a great deal of trouble, the blasting of some of the limestone outcrops helped to make a road but the grades are far too steep. One section about 50yds long is very bad and will have to be reconstructed if it is to be of any use whatsoever. The road on the Kukarin ridge is usable but will have to be widened. The Landrover has been driven to Koroba but only in very fine weather.

In conclusion it is evident that there is still much work to be done in order to have a road suitable for continual use by a tractor and landrover. This work should be completed in the very near future.

R.C. Browne

R.C. Browne, C.P.O.

N.B. "span" should read "overall length".