

NATIONAL ARCHIVES & PUBLIC RECORDS SERVICES
OF PAPUA NEW GUINEA

PATROL REPORTS

DISTRICT: Northern

STATION: Kokoda

VOLUME No: 22

ACCESSION No: 496.

1959 - 1961

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Papua New Guinea Patrol Reports

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PATROL REPORT OF: KOKODA N. D.
 ACCESSION No. 496
 VOL. No: 22; 1959/60 NUMBER OF REPORTS:

REPORT NO:	FOLIO	OFFICER CONDUCTING PATROL	AREA PATROLLED	MAPS/ PHOTOS	PERIOD OF PATROL
[1]1-1959/60	1-7	LEAK T. W. (a/A.D.O)	Songe, Imokombu, Fahinaimbo-part Popondetta.		06/08/59-04/09/59
[2]2-1959/60	8-14	" " "	Lower Chirima valley.	1 map	15/12/59-21/12/59
[3]3-1959/60	15-113	" " "	Biage Census Division.		27/01/60-29/01/60
[4]1-1960/61	114-127	BROWN J. J. B. (C.P.O)	Lower and Upper Chirima valley.		07/09/60-15/09/60
[5]1-1960/61	128-143	" " " "	Lower and Upper Chirima valley.		07/09/60-15/09/60
[6]2-1960/61	144-149	BENTINCK R. S. J. (A.D.O) IRWIN J. (C.P.O)	Biage Census Division		21/11/60-26/11/60
[7]3-1960/61	150-160	BENTINCK R.S.J.-ADO/IRWIN J. (CPO)	Fahinaimbo and Fahinaembo Tax/Census Divis.		08/12/60-21/12/60
[8]4-1960/61	161-168	BENTINCK " " "	Lower Chirima Tax/Census sub division.		27/02/61-04/03/61

20m 910-71/72.

KOKODA

PATROL REPORT 1959-1960 1-4

PATROL REPORT 1960-1961 1-4

OIVI RIDGE REPORT

DIARY of PATROL No 1-59/60.

Officers: T.W.Leake a/A.D.O and N.Walters C.P.O.

August 6th, Thursday. Both officers, 2 police and Interpreter left KOKODA 2.10 p.m. Landrover left on bank of DIVUNE River and patrol made HAKI Village in 1 hour. Camped, 5. pm. Mr Walters acting as Ilimo Council Clerk as same in prison temporarily.

August 7th, Friday. Census HAKI. Savings Bank facilities made available. Council Hygiene and Road Committee members made their inspection. Council tax collected by Mr Walters. Complaints heard. Pre election propagand speech given by a/A.D.O. Left for HAMARA 11.20 am. Same work program. Left 2 pm for KOROPATA where worked on census figures till 4.45 pm.

August 8th, Saturday. Left for HUNGIRI arriving 10.30 am. Census HUNGIRI and URARISUSU. Went back to KOROPATA arriving 4.40 pm. to books evening.

August 9th, Sunday. Census KOROPATA 4 pm. Both officers to tax/census compilation all day and until 11 pm.

August 10th, Monday. Mr Walters to AJEKA via Landrover. A.D.O. to AJEKA with gear. Swam KUMUSI. Arrived TALA 9.45 am. Pre election speech given. Likewise at OMBISUSU. Arrived AJEKA 1.30 pm. Courts, banking and speech given. Mr Mayer Ag. Officer arrived for cocoa inspection.

August 11th, Tuesday. Left for SAIROPE 7.45 am arriving 9.15 am. Long day for both officers at speech, tax collection and Courts. Arrived back at AJEKA 5.50 pm.

August 12th, Wednesday. A.D.O. left for SORAPE. C.P.O. went via Landrover to ASISI. A.D.O censused SORAPE, BOTHU and EVASUSU. C.P.O. arrived 11.20 and collected tax and did Banking. Returned ASISI 2 pm. Usual work program and tax/census compilation at night.

August 13th, Thursday. Inspected Bridge site above Swing Bridge. C.P.O. to SIRORATA for work program. To books all day and both officers to compilation till 11 pm night.

August 14th, Friday. To PAPAKI. Normal work program. Likewise HOJAVOHAMBO in afternoon. Compilation till 10.30 pm. Cash count correct.

August 15th, Saturday. Meeting with local councillors on building Council House. Book work. Left for KOKODA arriving there 12.15 pm. Both officers to office pm to acquit cash and get farther supplies.

August 16th, Sunday. To office pm for an hour. Left KOKODA for ILIMO arriving there 5.40 pm.

August 17th, Monday. Census AFA 7 am, INGE till 9 am, AMBENI till 12 pm and HANJIRI till 2.15 pm. Usual work program. Rape of child at WAJU reported and police sent to investigate. Ag. Officer took Landrover to KUMUSI and returned to KOKODA with it to return on the morrow. Census compilation at ILIMO till 10.30 pm.

August 18th, Tuesday. Alleged rape investigated. Defendant sent under remand warrant to KOKODA. NAMBISOTA and WAJU-HONJETA work program till 3.30 pm. Went to SISIRETA for the night. Worked until 9.30 pm.

August 19th, Wednesday. Work program at SISIRETA, KEPARA-KOMONDA and PELAI. Slept KEPARA.

August 20th, Thursday. To KANANDARA for work program. To PELAI for inspection. Return to KEPARA Rest House where worked on compilation till 6.30.

August 21st, Friday. To PIRIVE 8 am. KOKODA Village 10.30 to noon. To SAGA 1.30 pm. Returned to office at KOKODA Station and worked on books to 5 pm.

August 22nd, Saturday. Work program at SAGA, ANADA and BOTUE. Returned Kokoda station 1.30 pm and worked on books afternoon.

August 23rd, Sunday. On station. Census figures and radio for 1½ hours

August 24th, Monday. Work program at SAVALA and KOVELO to 4 pm. On station at night.

August 25th, Tuesday. Patrol finished and both officers to acquitting cash, checking Council books and A.D.O. to Courts.

Patrol recommences being concerned with Elections of ILMO Council.

August 28th, Friday. Elections KOKODA and KOVELO. On station night.

August 29th, Saturday. Elections KEPARA and KANANDARA and SENGU. On station at night.

August 31st, Monday. Left KOKODA Station 1020 am arriving HAMARA noon. Patrol accompanied by Mr T. Gaunede A.M.P. on anti-whooping cough campaign. Elections and medical HAKI and HAMARA. Heavy rain flooded KIWO and DIVUNE rivers and patrol camped ILMO between the rivers.

September 1st, Tuesday. Left ILMO 7.10 am. Elections etc at AJEKA, OMBISUSU, SORAPE, BOTHU and EVASUSU returning ASISI 6.10 pm.

September 2nd, Wednesday. Left ASISI 8 am for SAIROPE and MAUJETA elections. Returned ASISI for elections at 5 pm. Slept there.

September 3rd, Thursday. Took car to far bank of KIWO in case of flood and returned to ASISI going on to SIRORATA for election. Returned through ASISI to AFA for elections at 5.30 pm. Slept ILMO.

September 4th, Friday. Elections at HANJIRI, AMBENI, WAJU and SISIRETA. Patrol returned station in constant heavy rain arriving KOKODA 5 pm.

END of PATROL.

VILLAGE POPULATION REGISTER

YEAR 1959 17-22/8/59.

KAHINAEMBO CENSUS DIVISION, KOKODA SUB-DISTRICT.

No NK 22.

Govt. Print. - 5738/1.54

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS												MIGRATIONS				ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES	Average Size of Family	TOTALS (excluding absentee)				GRAND TOTAL							
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth	IN		OUT		At Work		STUDENTS		MALES		FEMALES			Child	Adults		M+F								
		M	F	M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	F	M	F	M	F	M	F	M	F	M		F	M		F							
		1959																																							
<i>1/16</i> SAGA	22	4	4					2						2				9	6			5						5	16	4	9	8	2.4	12	10	16	11	54			
<i>1/16</i> AMADA	"	2	11					1						2				1	2	2	1	8		2		2		4	7	21	4	14	1	15	3.	14	16	11	20	77	
<i>1/16</i> BOTUE	"	7	5			1				1				1				4	10	7	12			5				3	32	5	21	2	17	1.7	14	16	22	24	93		
<i>2/16</i> KOKODA	21	6	3							2				1	3			6	11	3	2	5		2				2	19	6	17	14	1.8	10	15	15	18	65			
<i>2/16</i> PIRIVE	"	5	9	1				1	1					1				5	10			8		2		1		7	35	11	25	30	2.5	24	30	33	38	136			
<i>2/16</i> SISIRETA	19	8	8					1		2	1			2				8	11	2	2	2		8		1	16	28	11	20	24	3.4	21	31	31	33	127				
<i>2/16</i> NAMBISOTA	18	5	2			1				1				2					8	10	2			1				5	10	1	9	4	3.2	11	9	10	11	46			
<i>2/16</i> AMBENI	17	4	7					1	1					1	2			5	6	4	5	4		5				8	35	4	26	4	25	2.3	20	23	35	34	124		
<i>2/16</i> WAJU	18	10	13			1								4	2			8	15	1	2	3		4		1	1	2	8	35	9	25	2	26	3.1	31	27	32	33	134	
<i>2/16</i> HONJETA	"	6	7							1	1			1				1	5		7			5				13	14	5	12	8	4.8	22	19	18	14	76			
<i>2/16</i> SENGI	19	10	15			1		1	2					2	1			8	7	12	14	5		6		1		15	30	14	24	2	27	3.4	24	33	28	33	130		
<i>2/16</i> KAMONDO	"	2	4											5				3	2	2	8			3				8	20	3	13	15	1.8	10	9	24	19	65			
<i>2/16</i> KEPARA	"	1	2											1				1	1		4	6		6		1		16	34	8	21	17	3.2	21	14	34	25	107			
<i>2/16</i> KANANDARA	20	2	2											4	1				1	3	3	4		6				9	21	8	18	1	22	3.4	15	17	19	26	67		
		72	92	1		3	1	5	5	4	4	2		16	22			55	81	5	65	64		59		2	1	8	3	122	350	93	254	122	52	2.9	249	269	328	339	1318
		Previous Grand Total		1192.		Births to date		16.		Net Mig's In		20		Theoretical result =		1313																									
						Deaths		-63						Actual result =		1318																									
						Net gain		121.						Discrepancy =		+ 5																									

The derived figure for the average size of family was statistically weighted to give a truer average for the gross population.

VILLAGE POPULATION REGISTER

YEAR 1959

FAHINAEMBO CENSUS DIVISION, KOKODA SUB-DISTRICT. No NK 21.

Govt. Print.—5438/1.54.

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS												MIGRATIONS		ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES		Average Size of Family	TOTALS (excluding absentees)				GRAND TOTAL					
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth	IN		OUT		At Work		STUDENTS		MALES		FEMALES		Child	Adults								
		M	F	M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	F					
HANJIRI	August 17	5	5												6	10	1	1	3						2	11	26	11	18	21	3.4	19	27	39	33	123		
x 189	"	1	2																2	1					1	8	2	7	2	9	2.8	10	6	7	9	35		
x AFA	"	6	2			1									1	2	7	12	4	1					1	1	7	24	5	23	2.3	21	21	26	28	103		
PAPAKI	14	4	6			1									3		1	17		2					3	1	16	39	16	37	2.9	28	41	38	54	184		
HOJAVOHAMBO	"	1	5				1													1							22	5	12	4	15	2.2	10	13	24	18	66	
HOJAKI	7	2				1											1	2	2	5							1	12	1	8	1	5	2.8	5	6	7	11	36
HAKI	"	4	5			1	1								2	1		12		2							7	29	9	21	2	21	2.4	18	24	33	32	121
HAMARA	"	5	5			1									2		3	8		10			1	1			7	37	10	33	3.3	24	22	32	49	146		
KOROPATA NO 1	9	1	2			1	1								3	1			1	6					2		14	44	11	24	2	24	2.8	27	28	50	40	154
HUNGIRI	8	2	1														1	1		4					1		8	26	5	19	1.4	11	9	31	24	80		
URARISUSU	"	3													1	1	4	1									6	23	9	14	1.4	13	11	27	22	74		
		34	33			5	3	1							10	21	12	24	50	33	1	1	7	4	78	290	84	216	13	18	2.6	185	208	314	320	1122		

Previous Grand Total 1083
 Births to date 67
 Mig's Out 5
 Deaths 62
 Net Gain 22

Theoretical Result = 1123
 Actual Result = 1122
 Discrepancy -1.

The figure derived for the average size of family was statistically weighted to give a truer figure for the gross population.

American census

Nov '57

all done

VILLAGE POPULATION REGISTER

YEAR 1959

SONGE CENSUS DIVISION, KOKODA SUB-DISTRICT. No. NK 23.

Govt. Print.—5438/1.54.

American census

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS												MIGRATIONS				ABSENT FROM VILLAGE AT WORK				LABOUR POTENTIAL				FEMALES		Average Size of Family	TOTALS (excluding absentee)				GRAND TOTAL				
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth		IN		OUT		Inside District		Outside District		Govt.		Mission			MALES		FEMALES			Pregnant	Number of Child-bearing age	Child	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M				F	
		August																																					
SIRORATA	13th	4	6			1						2				3	2	1		8		8		1		1		25	43	16	40	4	39	3.2	42	31	53	60	204
The former villages of GORABUNA and ANGARA have now joined with SIRORATA to make one village.																																							
Previous Grand Total				193				Births to date				10				Theoretical result				204																			
								Net Mig's in				4				Actual count				204																			
								less deaths				3				Discrepancy				nil.																			
								Net gain				11.																											

VILLAGE POPULATION REGISTER

Year.....1959.....

UMKOMBU CENSUS DIVISION, KOKODA SUB-DISTRICT. No NK 24.

Govt. Print.—3553/7.51.

Previous Census

Males 1958 etc.

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS										MIGRATIONS				ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES		TOTALS				GRAND TOTAL													
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth		In		Out		AT WORK		STUDENTS		Males		Females		Pregnant Number of Child-bearing age	Average Size of Family		(Excluding Absentees)												
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F				M	F											
SORAPE	12	4	3												1	5													4	13	4	13	1	14	2.0	8	7	16	18	52					
BOTU	12	7	12					1							1	7	1												6	17	11	15	17	3.2	18	26	19	22	88						
EVASUSU	12	4	7												1	1							2	4	1										7	23	4	16	15	2.7	17	21	28	25	94
ASTI	12	10	3												1	2	1						1	10	11	10			4	2	1				9	31	7	24	3	3.0	26	18	23	37	121
		25	30					1	1						1	5	1						3	11	12	12			11	2	1				26	84	26	68	4	2.8	69	72	86	102	355
Previous Grand Total				324		Births to date		55		Theoretical result		354		The figure derived for the average size of families has been statistically weighted.																															
						Net Mig's out		116		Actual count		355																																	
						Less deaths		116		Discrepancy		+1.																																	
						Net gain		339																																					

DEPARTMENT OF NATIVE AFFAIRS

MEMORANDUM OF PATROL

Patrol No. 2-59/60 Sub-District KOKUDA District NORTHERN.

Officer Conducting Patrol T. W. LEAKE s/A. D. O.

Census Division Patrolled LOWER CHIRIMA VALLEY.

Objects of Patrol Census and routine administration.

Date Patrol Commenced 15/12/59 Date Completed 21/12/59.

Duration—days SIX

SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

File 7.4.2. of 23/12/59 removal of Villages to Lower Altitudes.

census figures (3 copies) attached.

File 17.1.1. of 24/12/59 re Agricultural Activities in the Lower Chirima.

T. W. Leake

Patrolling Officer's Signature.

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

District Officer.

DIARY of PATROL No 2 - 59/60.

Lower Chirima Area.

Officer Conducting:- T.W. Leake P.O., a.A.D.O. Kokoda.

December, 15th. Left Kokoda Station 10.45 a.m. by Landrover to Komo River. Departed Komo River 11.25 and arrived KANGA Village 1345 after spelling at Misani River twenty minutes. 18 carriers had met the patrol at Komo River by prior arrangement. Census taken and tax collected 1415. Talk with Village Officials re Health and on the subject of their previous move down from their old hill village. Said previous village site can be seen from the present one across a small valley and no more than about three hundred feet higher.

Councillor Liguve of Kanga is worried about the number of deaths recorded in his village and has put a ban on people who use the main road from coming into the village of Kanga. Kanga Village is on a small track which is an appendix to the main road and no hardship will result to travellers using the main road. People consider the deaths the result of sorcery put on their village by visitors. The villagers were exhorted to take their sick members to the xix hospital at Kokoda whether they attributed their sickness to sorcery or not.

This village was clean and the latrines were evidently in use - rubbish is disposed of over the side of a steep cliff.

December, 16th. Left Kanga Village 0710 using the same carriers. Arrived Seiba Village at 1230 after several rests. Leeches numerous but not too annoying.

A mixture of Shelltox and kerosene rubbed on everyone's legs discouraged them. Census and general talk 1600 to 1800 hours.

This is the smallest village on the patrol route and consists of only four houses. It is in a good position on an elevated site but rather unkempt due to the shortage of labour. There are only three men between 17 years and forty five years of age and one of these is away working; and there are eight children to provide for.

Some of the children from this settlement attend Asimba School but the great distance, about three and three quarters of an hours walk, proves too much for all but the eldest. They stop for a week when they do go and this entails a journey on the part of one of the parents to bring further food during the week. Attendance is consequently erratic.

December, 17th. Left Seiba 0730 for Karukaru Village arriving there 1000 hours. The same carriers were employed as had started with the patrol from the Komo River. The road to date had been a bush track having as its only improvement on nature a few logs in the swampy parts. This is all that can be expected over such a long distance and with such a sparse population. A new shorter and less steeply graded track has been opened from about an hours walk on the Kokoda side of Karu Karu Village to that village.

As at Seiba there were no complaints laid before the Court for Native Matters. Census taken and tax collected after village was inspected. Village clean and houses in fair order.

Left there 1310 and arrived Asimba Village 1430 where camped. Carriers paid off. Village Constables from Asimba, Samana and Korogo reported and census arranged for the next day at those places. Cash checked and found correct. To completion of census figures until evening. Visited Asimba teacher George Arua a man from Kairuku - Catholic Mission teacher.

The road from Karukaru to Asimba was a considerable improvement being mostly level and with fewer roots etc breaking the surface.

December 18th. To Asimba, Samana and Korogo Villages for
Friday. inspections and census from 800 to 1600 hours.
The villages lie in the above order on the road :
from Asimba Rest House to the entrance to the Upper Chirima
at Bure Village. Bure was not visited since the Village Constable
was reported absent rounding up his people who were living in
several garden houses distant from the village. It is a little
more than an hours walk on from Korogo. Only twenty people are
left at Bure after twelve have migrated to Korogo. Bure
people all turned up at Asimba the next morning with their
constable.

The Catholic Mission have graded a broad footpath
from Asimba to Samana and are awaiting the settling in of the
local populace after their recent dancing activities before
commencing the next link between Samana and Korogo. They may
intend building from the Upper Chirima down to Bure instead
and George Arua thinks that is what will happen. In this case
also the Mission will have to await the return and settling in
of the Upper Chirima people concerned who have also been
away dancing. This type of road is a credit to the efforts of
the fathers in charge of the work.

The three villages inspected were all reasonable and
Samana was exceptionally clean and neat. Orders were given in
Asimba to repair certain houses.

December 19th. At Asimba Village. All local Village officials
Saturday. turned up for a meeting and the new administrat-
-ive arrangements for the control of the Upper
Chirima from Wotape and the Lower from Kokoda were explained.
This arrangement has their wholehearted agreement - for one
thing it will cut out the extremely arduous carry from Bure
Village into the Upper Chirima except on rare ~~occasions~~ occasions
I obtained the story of their respective moves down from the
old mountain villages to their present ones (File 7.4.2. refers).

One complaint re theft laid but no subsequent hearing
arose through complete lack of evidence.

The rest of the day spent on census compilation.

Aid post at Asimba was inspected and found in good
order and condition. The two orderlies stationed there returned
with the patrol to Kokoda Station for the Christmas break. In
event of any emergency George Arua the teacher is available for
help. The orderlies report that co-operation from the local
people is quite good in the matter of assistance round the post
but that they still have much difficulty in getting people to
bring the sick in to the Post.

Mr Clark recently made a patrol to Asimba School and
reported on his visit to the District Education Officer.

December 20th. Left Asimba 723 arriving at Seiba 1146 via
Sunday. Karukaru Village. The patrol was accompanied
by a number of the schoolboys from Asimba
School who had broken-up on Friday and who had decided to join
the patrol for the trip to "town". The patrol remained at
Seiba the rest of Sunday.

December 21st. Left Seiba 0623 arriving Komo River via Kanga
Monday. by 1330. Arrived back at Kokoda Station 1430.
Carriers paid off and given food for the return
journey. Patrol completed.

Native Affairs

Kanga. LIUVE has put a ban on people using the main road, coming into Kanga village. The village is an appendix to the road. People think their high incidence of deaths is a result of sorcery put in the village by visitors - hence the ban. Village clean. Pig sty has a roof and wooden pens constructed inside. Owner sometimes sleeps with his pigs.

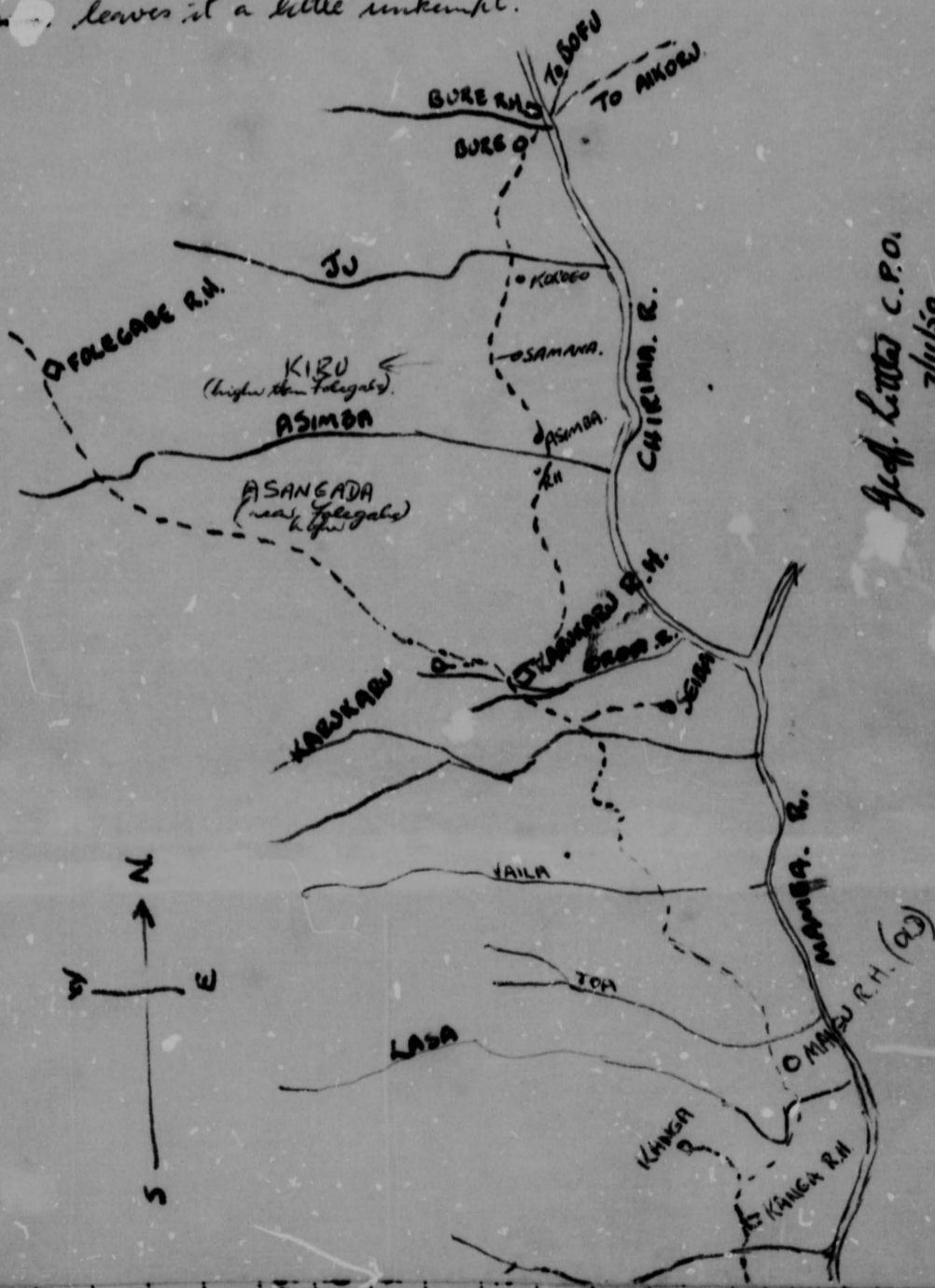
7 houses - all reasonable though ^{none} in really good condition. Latrines evidently used. Rubbish disposed of over the side of steep escarpment.

No litigation.

Vos declared his Yeomans A.D.O. told them to come down from their former village site in the mountains to the main road - "he was tired". Former site about 1-1/2 miles distant up a slope visible from present site - not very much higher than present site. Old place was named "KANGA."

SEIBA. An offshoot from KARUKARU. 4 houses. 2 large covered big sties (virtually houses). Good position though small labour potential now. Leaves it a little unkempt.

SCALE 2 MILES TO 1 INCH



Health

Deaths in Kanga 19 y.o. male, 22 y.o. female ^{in childbirth. 1 year} and 32 y.o. woman.
19 y.o. male had been in hospital. Died after leaving hospital on his way home. Apparent relapse.
Two women died in childbirth in the village.

SEIBA All seem alright.

Bure people previously lived at "JA" previously "URIBENDA". JA was higher than Bure but not as high as URIBENDA, but Yeomans (TAKITAKI) ordered them to come down and at least they understood it as an order and obeyed it. They knew the Yeomans as the man forever putting people in good for small things, wore his pipe in his sock tops and a handkerchief on his head. The Yeoman said he was getting too old - said he had to crawl up the mountains like a pig on all fours.

Folegabe people went down to ASIMBA and KARUKARU. "Govt was tired of going up into the hills so we moved down" - VC GSAMANA.
Many govt officers had said they should come down. They came down in the Sibir's time.

Agriculture

Trips at Kanga and Seiba.

Spuds can be grown ^{near} SEIBA on high slopes. I have offered to help with supply of seed potatoes from KOKOPA (Biage subtribe) though
• Mr says they could get potatoes from further up Okavango Valley.

DEPARTMENT OF NATIVE AFFAIRS

MEMORANDUM OF PATROL

Patrol No. 3 Sub-District KOKODA District Northern

Officer Conducting Patrol T.V. Leake P.O.

Census Division Patrolled BIAGE

Objects of Patrol routine, tax/census.

Date Patrol Commenced 27th January, 1960 Date Completed 29th January, 1960

Duration—days three

SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

- Mem 17-2-1 of 6/2/60 to Area Ag. Officer. "Coffee Cultivation Biage Area".
- 8-1-1 " to Area Ni. Officer. "Education Biage Area".
- 7-2-1- " to D.O., N.D., Fuyanietta. "Census Biage Census Division".

T.V. Leake
Patrolling Officer's Signature.

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

District Officer.

DIARY of PATROL No 3 - 59/60.

BIACE AREA.

Officer Conducting:- T.W.Leake P.O., a/A.D.O. KOKODA.

1960

January, 27th. Left Kokoda Station by Landrover for Kovelov Village 8.15 am.
Wednesday Gave instructions for people to be ready for census at Kovelov on Saturday morning 8.00 am 30/1/60 and at Savaia Village at 1300 on that same day. Left for Isurava on foot 9.15 am arriving Isurava 1515 having had a midday meal break of 1 hour 25 minutes. Station labour and two inmates of Kokoda Corrective Institution used as carriers as local mountain people insufficient in number in some villages.

Inspected Isurava Village in light rain. Not particularly cold despite the elevation and the exposed position of the village on a spur at a little above 5000 feet. Housing is not in good condition though the style is quite suitable for the elevation, the walls being closely boarded and the floors tight against wind. Fires are lit within the houses for warmth - cooking is often done outside by means of first heating a large quantity of stones and then burying the vegetables to be cooked along with the stones having first wrapped the vegetables in leaves to retain the moisture. The product makes excellent eating. The explanation for poor condition of some of the housing was that their business interests had taken up most of their time up until then but that from now they would be able to leave the coffee, which is their "business" and pay more attention to housing. See memo 17-2-1 of even date.

Latrines are adequate but people were advised to build them for preference below the level of the village houses rather than as was noted in some cases uphill of the village. Those uphill were sufficiently distant as to obviate the risk of spreading faecal contamination into the village ground or water but it was considered best to establish the principle of building latrines downhill of the village. Mr Tom Gaunede of the Department of Health and a Medical Orderly accompanied the patrol and carried out sanitation inspections with myself. A good deal of readily compostable material was seen thrown away on rubbish heaps and the possible use of this material as compost was explained to the villagers by Mr Gaunede.

Village officials advised that they had no complaints. Census for the morning was advised.

January, 28th. Census taken and Administration tax collected from all tax-payers. No census or tax evaders and no comments were made on the general question of taxation. The rate here is only ten shillings which must be well within their ~~capacity~~ capacity to pay. There was a general talk after the census on their business interests and on the advisability of keeping up the potato market as a ready source of income. (The last Minutes of the District Advisory Council refer). As a matter of interest these mountain people have brought to KOKODA for sale mostly to myself seventy six pounds worth of English potatoes since July last. This amount does not include those purchased by Mr Ross and by people from Mamba and the odd unrecorded amount purchased by the Mayer family and Mr W.Kokoda. I would not consider that these unrecorded amounts would come to more than about a quarter of that noted as sold to myself. Most of the potatoes so bought were resold locally to Kokoda residents whilst perhaps a third went out of the sub-district to Popondetta and Port Moresby.

Coffee garden inspected as well as a coffee nursery. Native food not plentiful though gardens coming on will soon rectify this state of affairs. English green vegetables are grown in small amounts all around the village.

Mr T. Gaunede Medically examined all villagers as the census was called. No serious disabilities noted and only one pregnancy. He again explained at length to all villagers the advantages of composting their kitchen refuse.

The road to Iaurava from Kovelov was found in good condition there being evidence of recent work done in most places along its length. The road across the valley to the opposite side is not as good as the lower road but the patrol was informed that it is intended to remake this road slightly down-valley of its present site so as to link up more directly with the new site of Abuari Village which has changed lately.

Patrol left Iaurava 1100 arriving at the old site of Abuari noon and continued on to the new site of Abuari arriving there 1300 hours. Four houses remain at the old Abuari which will be pulled down shortly when the gardens there finish and the residents complete their new houses at the new village. A new Rest House is already built at Abuari and one dwelling house. There are three temporary dwellings erected (in the nature of garden houses) and three permanent dwellings are under construction. The village is surrounded by an extensive taro and potato garden and there is a small coffee nursery also. Not very many English potatoes in evidence but the people have naturally to look to their own food supplies before paying attention to cash crops when setting up a new village.

The bridge across the Iora Creek is a hazardous affair of saplings tied together. The village officials of both Iaurava and Abuari being present the matter of a new site for the bridge to fit in with the proposed new track was discussed and the offer of wire to construct a permanent overhead catwalk was made by myself. This was accepted and since the wire is already available at Kokoda the village constable of Iaurava was instructed to see that it was collected within the next few weeks.

Rain was intermittent from 1130 to 4 1600 then constant all night.

January 29th. Census taken and Administration tax collected 800 hours then a Friday. General talk on the same lines as that at Iaurava the day before. No pregnancies at Abuari and no diseases or complaints noted by the Assistant Medical Practitioner.

People here are keen on growing English Potatoes and also spend a deal of effort on other vegetables which might better be left alone considering the distance to market. Tomatoes, shallots and lettuce suffer from the carrying and are not worth the price received when eventually sold. (6d a pound weight). There is also a limit to what can be consumed by residents at Kokoda and in the case of them these perishable crops there is no market outside Kokoda. Tomatoes sometimes arrive in lots of over one hundred pounds and simply cannot be bought at a fair price. Being bruised they deteriorate in a day or two. The cultivation of tomatoes should not be encouraged in these villages - this matter will be brought to the attention of the Area Agricultural Officer.

Left Abuari 1100 arriving old Hagutava noon and onto the present village of Hagutava at 1230. Census and tax there. The village here is in poor condition and specific orders for the erection of five houses within a time limit of six months were given to householders who are now living in sub-standard dwellings akin to those on houses built on the ground without any flooring and with dilapidated walls.

One pregnancy noted. One family from the port Moreaby side of the Owen Stanleys did not present themselves for census though they have been resident near Hagutava for about five years. Orders given for them to present themselves at Kokoda on Saturday morning for recording in the census. (They did so and were noted as migrants in. No Court action was taken against them as they genuinely believed they were still residents of Kagi Village on the Moreaby side since their former village policeman had told them he had told a patrol officer at Kagi that these people were merely visiting Kokoda side and must be considered as Kagi residents.)

Patrol left Hagutawa and arrived at Usikara, a hamlet of Felai, three quarters of an hour later at 1245. This hamlet is in excellent condition on a clear site which has a view of Kokoda and surrounding country.

A detachment of five men from this hamlet approached myself with a request that they be given permission to move to Hagutawa as they wanted to grow potatoes and also to renew their claim to rights over land at Hagutawa which they had not exercised for many years and which possibly they might forfeit if they continue not to exercise them. They were advised they might at liberty to live where they liked but were reminded of their obligation to construct decent dwellings and not to follow the example of the buildings at present at Hagutawa. It is possible, indeed highly probable, that this move is one by these men to avoid having to pay Ilimo Council tax. Usikara is in the Council area and Hagutawa is not. Be that as it may they are entitled to live where they wish.

Patrol continued on to Felai where the census for Usikara and Felai was taken. This had been done last August but as an up-to-date census for the whole of the Blago Census Division is required the census was taken in all Blago villages whether being patrolled or not. Figures for the whole of the Blago Census division have not been revised since October, 1957.

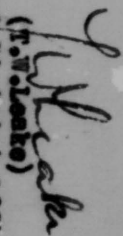
The patrol moved on to Kamsudara and Kepara in rain arriving Kepara 1530. On to Kokoda Station by foot as the Iora Creek bridge was not negotiable by vehicle and the small creeks at the station had risen and washed out their culverts. Heavy rain continued all the time and patrol finally arrived at Kokoda 1730 hours.

Patrol proper completed.

January

Census taken at Kowelo Saturday 30th January. Census at Savala deferred until Wednesday the third of February because of the uncertainty that the Kowelo Council had given definite notice to the Savala people that a census was to be taken there on the Saturday afternoon.

For remarks re Blagostion please see memorandum 8.1.1. attached.


(T. W. Lester)
Assistant District Officer,
KOKODA.

P/A

Memorandum of Patrol.

4-59/60

KOKODA

NORTHEAST

T.W.Lewis s/A.D.O. accompanied by R.Clark A.E.O. and J.Irwin C.P.O.

WANKIGA

Collection Tax, census and routine administration.

1/4/60

9/4/60

mins.

Consolidation.

Village Population Register.

- Alleged Tax Collection Irregularity. File 11-3-1 addressed D.O., N.D. Popondetta.
- re Condition Public Health Wankiga " 16-3-1 " D.M.O. Salho, N.D.
- Reported Non-payment War Gratuity " 19-2-2 " Treasurer, Korohebe.
- Village Constable's Record of Service " 14-3-1 " D.O., N.D. Popondetta.
- Reports on Members of R.P.C. Form 1. " R.P. & N.G.C. H.C.

J. L. Lake

HANONGA AREA.

Officer conducting: - T.W. Leake a/v.A.D.O. Kokoda.

1960

April 1st. Left Kokoda 10.00 am by vehicle and arrived Ilimo 11.30 am Friday. having changed vehicles at the Iora Creek due to the collapse of the bridge there. Police constable sent down the day previous had arranged for carriers and these awaited the patrol at Elvo where the vehicle had to be left due to the flooded condition of the river. Mr Tevlin Area Agricultural Officer returned to Kokoda with the vehicle - Patrol personnel Leake, a/v.A.D.O., Clark A.E.O. and Irwin C.P.O. went on to Siruruta Village via Aisid Village arriving at Siruruta at 1500. Constables Tomata and Smiths and Interpreter Dickson accompanied.

Some of the Aisid carriers remained with the patrol to carry on the next day - this is a precaution which following officers might be advised to take as there are insufficient able-bodied men at Siruruta to carry a patrol to Hanamala. With a patrol in the offing many Siruruta men find an urgent necessity to visit elsewhere "looking for tax".

Local Government Councillor David accompanied myself an inspection of the village and was advised that a patrol would visit them in about a month's time and requested to have their Resthouse and police barrack in good condition by then. Patrol slept in the Meeting House.

April 2nd. Left Siruruta 0745 and arrived Hanamala 1315. Road was reasonable Saturday. with some steep pitches near Hanamala. The old Orokaiva villages of Angara and Gerabuma were passed en route. These two sites are now completely abandoned. Orokaiva carriers complained that Hanonga carriers should have met them and taken over the carry at one or other of these two sites. Nothing is to be gained by this arrangement - If Orokaiva carriers take the patrol to Hanamala and vice versa the burden equals out and there is not the probable mix-up when carriers of either side or sufficient numbers of them fail to meet the patrol in the middle for the changeover. Without virtual cooperation by the police sent on to obtain carriers this failure to meet the patrol would be bound to occur.

Village Constable Staga Joja and Councillor Ma-4-hara explained that the rather poor condition of their village was because they intended moving to a site about a quarter of a mile up the hill along the track back to Siruruta and they were preparing the site and readying materials. They were advised to expedite the move or alternatively replace two poor houses and dig another two pit latrines to bring the village up to a reasonable standard. The present village is built on a spur which is rather narrow and the sides being steep the bush encroaches to the top of the spur. A coffee garden at the proposed new village site was seen by the patrol on the way to Hanamala.

Tax/census conducted by self and C.P.O. Irwin 1600 - 1745.

April 3rd. Continued the collection of tax which had been interrupted by rain Sunday. the previous evening. A complaint by a carrier of Siruruta re a pig allegedly stolen was heard in the Court for Native Matters and an order given for restitution of said cash.

Left Hanamala at 0930 and arrived Karobila 1010. Tax/census and village inspection. There are six houses here and four latrines which is a good proportion. The village is clean and in an excellent position on the crown of a gentle hill. There were a few small sores in some of the children and one of them was ordered to the Aid post at Emo River.

To Managbo Village arriving at noon after thirty minutes walk. Nine houses in fair condition in a good site. Immediately above the village is a clean and extensive coffee garden. Tax/census held until 1515 mostly during a light rain. Extensive alterations were necessary due to migrations in from Rumara. V.C. tendered his resignation being lame. Successor interviewed.

In the medical list-up several bad sores were seen in the children and orders were given to the parents to take them that day to Eno River Aidpost - these orders were subsequently obeyed. Only one taxpayer unable to pay and he was given the opportunity to carry for the patrol in order to earn it.

On to Rumara Village where the village was inspected the people having already had their census taken at Managbo. Small but clean village of five houses and equipped with three latrines. This is an old established village with mature fruit trees and well cleaned environs.

The patrol continued on to Eno River arriving there 1650. The Village Constable immediately put a request for retirement to the patrol on the good grounds of physical ill-health. Arrangements were made for the interview of his successor on the morrow. Evening on census figures.

April 4th. 0800 tax/census. Addressed the village people on the occasion of the retirement of the serving Village Constable and explained the duties of the new nominee. Advised the present constable that on confirmation of appointment of the new nominee he could hand in his uniform by sending it to Kokoda by the hand of the new appointee if he did not feel up to the trip.

A complaint of adultery heard against the Aidpost Orderly at Eno. A fine of £3 was imposed upon conviction. The transgression had not given rise to any real ill-feeling - the complainant requesting a payment of £4 to set his feelings aright. The Aidpost Orderly is married to a local woman.

Inspected the village with Mr Irwin G.P.O. after the census. Mr Clark A.F.O. busy at the school all day. Self and Mr Irwin visited the school and then the Aidpost. The condition of the latter was not good and Mr Irwin remained with the Orderly to set things right. Afternoon spent compiling census figures for all villages.

April 5th. Left Eno Village 0830 for Ejaro Village arriving 0920. Tax census and village inspection. Inquired into the recent death of a two year old child and found no action lay against the parents for failure to take the child to medical aid. The child had been sickly from birth and aid had been sought from time to time. Left for Ujilo Village 1100 arriving there 1120.

Tax/census completed for Ujilo and rain held patrol in the village until it started somewhat at 1315. Arrived 1335 at Anona Village. Held a general discussion with assembled people whilst Mr Irwin collected tax from certain men who wished to leave in the morning to accompany students to the Seventh Day Adventist School at Kemari in the Central District.

April 6th. Tax/census until 1100. This is a large village of a little over three hundred persons and has a church building, teacher's house, school, school dormitory, Rest House and Police Barrack.

In a talk with the village officials and others it appears that all income in the village is obtained by men leaving for work outside the district usually, and returning and dispersing it amongst his friends and relatives. Even so there was no objection to taxation and considerable understanding of the necessity for it. These people appear to have more understanding of the world outside their village than most of their neighbours in the Ovokiva area of the sub-district probably due to the necessity to leave to find work.

C.P.O. Irwin left for Korlo Village 1100 to take census and collect tax. Self awaiting opportunity to inspect an airstrip site near Awama Village. Rain cleared at 1430 and self and Mr Clark left to inspect the proposed site. Returned after 1800.

There is an apparently suitable site on an extensive spur east of Awama about one mile. A straight line of 1150' was out along the site through forest country. The area is not very wide but should be sufficient for a light plane strip. There is only a gentle undulation along the length of the area but there is a slope from side to side across the strip. The approaches are clear from all directions. Should it ever be desired to build a light plane strip in the Haveraga area this site would bear further investigation. There is at the moment no commercial crop to export and the S.D.A. Mission discourage the growing of coffee so that there is no necessity at the moment for such a project. This was explained to the people on our return to the village.

Village Constable Ialhe Slood requested that I ask Mr Rose of Kokoda Plantation to employ non men from the Haveraga as they would prefer their people to be working within the sub-district rather than outside it. He asked that consideration be given to their desire for Saturday off for their sabbath and stated that that was the reason why so many of them went to Port Moresby where Saturday off was not exceptional.

Evening to balancing cash and extracting census figures.

April 7th. Collected tax until 1000. Explained to assembled villages the Thursday. Factors bearing upon the opening of an airstrip at Awama.

Left 1010 for Eno River arriving there 1135. Left there again at conclusion of Mr Clark's further inspection and examination of the school and my inspection of the local coffee plantings and Aldport. Departed 1430 and arrived Namunala 1730. Discussed taxation with the village constable and a few men and then compiled census to 2200.

April 8th. Left Namunala 0755 arriving Siriveneta 1215. Held enquiry into alleged extortion by Siriveneta Villagers from passing Kananika laborers of an amount of six pounds. No case resulted. On to Aisid for one and a half hours arriving 1500. Landrover was there and was sent on to Ilimo with some of the cargo to stay overnight in case of flooding by the Eno Creek. One constable and the interpreter were instructed to go to Kokoda on foot as the vehicle could not carry the whole patrol.

Self with Messrs Irwin and Clark went to Kusuul Spring Bridge to inspect it and discovered the whole structure to be in a dangerous state with most of the cement rotting. The bridge between Siriveneta and Aisid is still mainly composed of copper telephone wire even though it is galvanized fencing wire has been supplied to strengthen it. This wire is situated a quarter of a mile from the bridge site on the Siriveneta side on the top of the hill and is in the care of the local government councillor.

April 9th. Left Aisid 0800 arriving Ilimo 0945 after numerous delays due to the sodden condition of the road. On to Kokoda arriving there by 1150. Patrol completed.

VILLAGE POPULATION REGISTER

Year... 1960

NK 25. WAWONGA CENSUS DIVISION.

KCK.ODA.

Govt. Print.—3553/7.51.

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS												MIGRATIONS				ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES			TOTALS (Excluding Absentee)				GRAND TOTAL			
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth		In		Out		AT WORK		STUDENTS		Males		Females		Pregnant	Number of Child-bearing age	Average Size of Family	Child			Adults		
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F				M	F				
Namanana	2-4-60	2	1	-	-	-	-	-	-	-	-	-	-	2	2	-	-	2	1	-	-	-	-	1	1	18	11	12	15	4	5	18	16	33	20			
Namanau	4-60	2	1	-	-	-	-	2	-	-	-	-	-	-	-	11	10	2	1	-	-	-	-	1	-	13	24	11	16	-	19	2	9	22	22	36	24	105
Watobila	3-4-60	-	-	-	-	-	-	-	-	-	-	2	2	-	-	12	10	-	-	-	-	-	-	-	-	7	7	5	9	-	8	3	9	10	11	10	42	
Managube	3-4-60	2	1	-	-	-	-	2	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	3	14	8	16	1	12	22	14	13	17	21	65	
Kumara	3-4-60	-	-	-	-	-	-	1	-	-	-	-	1	-	-	4	2	1	1	1	1	-	1	2	1	9	16	3	14	1	13	2	11	4	18	16	55	
Emo	4-4-60	1	1	-	-	-	-	-	-	-	-	2	1	-	-	1	3	2	2	10	3	-	3	-	-	12	25	12	21	1	19	38	15	23	23	26	99	
Ejaro	5-4-60	2	1	-	-	1	1	-	-	1	-	2	2	-	-	4	6	8	-	1	-	-	-	-	-	6	19	11	14	1	16	3	7	13	21	17	21	81
Ujilo	5-4-60	-	2	-	-	-	-	-	-	1	-	1	-	-	-	6	6	-	-	1	1	-	-	1	1	13	12	6	17	1	18	2	5	20	14	17	23	78
Awoma	6-4-60	7	7	1	-	2	1	-	-	-	-	2	2	-	-	2	2	3	36	2	-	8	-	-	-	32	67	33	65	2	61	2	6	54	58	57	90	308
Korio	6-4-60	2	3	-	-	-	-	-	-	-	-	1	-	-	-	2	1	-	-	10	1	2	-	1	-	14	22	8	20	-	17	3	4	23	22	28	107	
		15	16	1	1	4	6	2	11	8	-	24	23	23	22	33	1	42	2	1	15	3	109	206	97	192	7	83	2	9	82	182	218	259	940			

OIVI

RIDGE

REPORT

Report on Oivi Ridge Section Kokoda - Ilimo Road

Survey by Cadet Patrol Officer. J. Irwin during the period 27th May 1960 to 4th June 1960.

Acting upon patrol instructions received, copy of which is attached, I proceeded by Landrover from Kokoda to Oivi Ridge and there set up a base camp on the top of the ridge from which to carry out the following survey.

The start of the ridge section is marked by a bridge and I have started numbering the sections from this point, finishing at a ford marking the end of the Oivi Ridge.

Report on Sections:

Bridge at (1) In this bridge there are five large wooden bearers approximately 18 inches thick and although they are starting to rot on the outside of this diameter their centres appeared upon examination to be quite solid. The bearers support 14 new cross members which in turn carry two single strips of mardden matting forming wheel lanes. The bridge is not level and tilts to the right about 5 degrees, and although recent maintenance has made it quite safe I suggest, that in the overall plan for improvement of this section of the road, it be replaced.

Section 1-2 (length 34 yards) Only a short section in which the road is too narrow and badly overgrown. The left hand or nearside bank to be cut back and grass and foliage cut down and controlled - this will make the approach to the bridge at (1) much safer.

Section 2-3 (length 22 yards) Also only a short section but due to overgrowing grass and overhanging foliage the bridge at (1) cannot be seen when approaching from the Ilimo end of the road, even though the length of this section is only one chain: The road is quite wide enough at this point to lend itself to improvements but until this is done and the grass kept down will remain accident prone section.

- 2 -

Section 3-4 (length 38 yards). From (3) the road climbs slightly and curves to arrive at (4) in practically a blind corner, the road is far too narrow but this can be remedied without a great deal of effort by cutting back the nearside bank. Also although some gravel has been laid on the road it is in insufficient quantities and as been laid indiscriminately in only one wheel track, consequently the offside wheel track would be very slippery in wet weather - partly due to water running down the incline through lack of adequate drainage, and even more so to the dripping and seepage of the overhead foliage. More crushed stone is needed here to consolidate the wheel tracks and an effort made to keep grass and foliage cut back and under control.

Section 4-5 (length 53 yards) Quite a reasonable section, fairly straight and having a good surface. However the width of the road is deceptive as it is heavily overgrown, once again the problem here is one of keeping grass under control.

Section 5-6 (length 18 yards) A short curvy section requiring a little bank cutting and a lot of grass cutting. Surface although covered with stones needs smoothing out and rolling as these are quite rough enough to throw a vehicle temporarily out of control.

Section 6-7 (length 37 yards) A short straight section in quite reasonable condition, surface a bit rough and could be improved with grading and smoothing.

Section 7-8 (length 64 yards) A good section with a good surface offering good adhesion - only criticism of this section being the overgrowth of grass.

Section 8-9 (length 21 yards) This section has a good surface but at (9) a small waterway runs across the road. I suggest that this be contained in drums or a pipe and run underneath the road - this would then give good drainage at this point.

Section 9-10 (length 77 yards) Good visibility and

quite a good surface on this fairly long section. Bank at (1) could be cut back to give a better view at and around the corner but as it stands at present it is not unsafe.

Section 10-11 (length 74 yards) Contractors working on this section at time of survey - conditions here were improving under their efforts. The road is not narrow but at (11) the corner is blind for a certain time - the offending bank however seems to present no difficulty in removing and if this were done the road could almost be made straight with no corner. The nearside wheel track on the corner is at present bad, being pure clay and very slippery even after a slight fall of rain. Wheel track needs to be well defined with crushed stone here.

Section 11-12 (length 29 yards) A short section with a slow curve into a rather narrow bridge over a causeway at (12). This causeway can be improved by the use of drums to contain the waterflow and also by building up the road where it has sunk down. The surface is quite greasy and requires filling with crushed stone and then smoothing out with gravel and sand.

Section 12-13 (length 76 yards) A reasonably safe section - straight well defined and with a non-slippery surface. However in the surface there are a number of small holes and depressions - rather like pot-holes which need to be filled in and levelled out.

Section 13-14 (length 42 yards) This section although straight is quite bad large muddy wheel tracks filled with water are in evidence, the nearside track has been partially filled with sharp stones, this seems to have been done quite recently, however nothing has been done to improve the offside wheel track and as this is very muddy and slippery the effect of the stones in the nearside track is nullified. Also I would say that the stones used on this section have not been crushed enough as they are quite large and could easily cause a tyre failure - the road at this section is quite wide enough to lend itself to great improvements.

Section 14-15 (length 187 yards) Twenty yards from (14) a small culvert covered by five logs lying transverse to the road. I suggest here that two strips of marsden matting be secured across the culvert and running parallel with the wheel tracks. This will make the crossing of the culvert much smoother. The road at this point drops slightly to the right and needs building up on that side. A part from the foregoing remarks (14-15) is a long section of quite safe road.

Section 15-16 (length 112 yards) Bridge at (15) the sight of which is partially obscured by the tall grass growing between the wheel tracks - this condition of bridges is typical of nearly every bridge on the Kokoda - Ilimo road and not only of the Oivi Ridge section - it is essential that the grass be kept cut at these points. The bearers of the bridge at (15) are three large diameter logs which like those of the bridge already described at (1) are rotting at the outside extremities although their area are solid. Thirteen cross members are carried by the 3 bearers and these support 2 single lanes of marsden matting, of these the nearside strip is rusted and breaking up at the end. I could not see any transverse abutments for the bearers and they appear to rest straight onto the clay banks of the creek. The two outside bearers of the bridge are solid and do not appear to have moved - however the centre bearer has sunk into the clay about 3 inches and consequently only 7 of the 13 cross members are supported by all 3 of the bridge bearers. This bridge has had some recent maintenance and although it is not unsafe, neither is it in A1 condition. The same remarks as made on bridge (1) regarding its replacement also apply here.

However in the meantime immediate maintenance would be the replacing of the marsden matting and the raising of the centre bearer to a point where all the bearers are carrying an equal load.

The road section (15-16) is long and quite safe my only criticism being the grass problem - this may perhaps be more noticeable to me being on foot than it would be to the

driver of a vehicle, nevertheless it is highly desirable that it be kept under control - not only on the section under survey but over the length of the entire road - this is made very difficult owing lack of labour and other commitments, the answer may be found in experimenting with poison, grass killer or overplanting with some form of vegetation that does not grow to any great height.

Section 16-17 (length 40 yards). From (16) the road rises slightly turns to the right and then without warning and in the space of 15 yards is on a bridge at (17). Although the road itself is quite safe the bridge at (17) almost totally obscured by tall grass presents a real danger to anyone not knowing the road. I suggest here apart from the essential cutting of the grass, that some warning sign be prominently displayed along the road well back from the bridge - these could be easily made and in fact used for other dangerous sections such as sharp curves or steep grades.

Section 17-18 (length 190 yards). I have no criticisms regarding the actual bridge at (17) - being constructed of six heavy bearers - none of which are yet rotting as in the previously mentioned bridges. These bearers support 10 cross members all sound, these carry two strips of mardden matting forming the wheel tracks. The whole structure of the bridge is quite sound.

After leaving the bridge at (17) the road is wide quite flat and with a good surface until it reaches (18)

Section 18-19 (length 38 yards). At (18) there is a continual pool of water lying on the nearside track and sometimes extending right across the road. This pool is approximately six feet long a three inches deep and recricious with the amount of rainfall. It is caused by a low lying piece of ground on the nearside which serves as a catchment area and is always full of water.

Although at present the quantity of water upon the road is insufficient to be regarded as dangerous, but as it tends to keep this section of road continually soggy and muddy

I suggest that the area of water be drained off under neath the road, this could easily be done. The road then climbs slightly to a left hand curve at (19). The road here is quite wide and the curve is not blind, but the surface of the road is not good. Although there is plenty of stone on the surface it has been laid without proper cracking and consequently is very rough. I suggest here that the stone be further cracked and then covered with gravel then sand, after this the whole surface needs rolling.

Section 19-20 (length 74 yards). This section generally overgrown and even now, at time of survey, after at least four days without rain the tracks are muddy and soft, this would become much worse after heavy rain. Wheel tracks to be consolidated first with cracked stone, followed by gravel and sand. Also something needs doing to control the grass problem.

Section 20-21 (length 31 yards). Road rough in places with large outcrops of stones - these to be cracked up and dispersed along the wheel tracks at (21) a bridge consisting of two unsecured strips of marsden matting lying on earth and stones which have covered up the bearers. This is only a short bridge of 12 feet long, but it needs rebuilding so that the bearers are visible as it is now being covered by earth it is impossible to tell the condition of these bearers. The bridge is well obscured by grass growing both between the wheel tracks on both approaches and also between the strips of marsden matting on the bridge itself.

Section 21-22 (length 43 yards). The road contractors were also working on this section of the road at the time of survey, and as before appear to be filling in only one track, this as pointed out is ineffectual.

At (22) a small culvert crosses the road and is bridged by two logs lying transverse to the road, this needs a covering of two strips of marsden matting lying parallel with the wheel

tracks to eliminate the present hump.

Section 22-23 (length 49 yards). The road turns to the right and starts to climb. The turn at the bottom of the hill is quite muddy and slippery - this needs consolidating with cracked stones, gravel and finally a surfacing of sand. The remainder of this section is quite fair:

Section 23-24 (length 51 yards). At (23) a blind corner at which the nearside bank is to be cut back. Surface of the turn is not good and requires a cracked stone filling, gravel then sand surfacing. The remainder of this section needs smoothing out or grading as the wheel tracks contain a number of rough spots.

Section 24-25 (length 25 yards). At (24) the road narrows over a culvert and the ground on both sides of the road drops away sharply. This will take some building up but the depth is only about 3 feet - suggest here in the meantime that some indication as to the width of the road be given by markers, also some form of safety fence or bank between (24) and (25) on both sides of the road. The surface of the culvert is earth which completely covers the original log covering.

Section 25-26 (length 44 yards). At (25) another culvert also rather narrow and completely covered by earth - road to be widened here by building up on each side. The road then climbs and gravelled but slightly rough surface to (26) - surface needs grading to iron out rough spots.

Section 26-27 (length 36 yards). At (26) nearside bank to be cut back to allow better visibility at the corner. Road surface of this sections needs gravelling and sand surfacing.

Section 27-28 (length 53 yards) This section has a very bad surface - being muddy with large wheel ruts - needs a base of cracked stone in the wheel tracks followed by gravel and sand surfacing. Grass needs cutting on either side of the road. The road rises only slightly to (28) but in its present slippery and muddy condition offers great resistance, to vehicular traction.

Section 28-29 (length 201 yards). This is a good straight section with a good surface even though it is not

gravelled. The road is on top of the ridge and well drained but could be improved with gravelling and cutting down of the grass. This section finished at the house occupied by the Oivi Ridge contractors, and from this point the road starts to descend.

Section 29-30 (length 14 yards) Short section from contractors house to start of descent blind corner at (30) bank on nearside to be cut back here, bank is quite high but consists mainly of loamy of loamy clay and should present no difficulty in removing. The surface of road on the turn is quite good.

Section 30-31 (length 45 yards) Blind corner at (31) bank to be cut away on nearside - road surface needs cracked stone in the wheel tracks, gravel and sand.

Section 31-32 (length 27 yards). Sharp right hand corner, vision obstructed by tall grass and foliage, once this removed a clear vision of the approaching road and corner will be available. The road is also very narrow and by cutting further back into the concave nearside bank, both the corner can be made less sharp and the road wider.

Section 32-33 (length 22 yards). Sharp blind left hand corner with a rough and muddy road surface. Nearside bank to be cut away wheel ruts to be eliminated and road surface to be consolidated with cracked stone, gravel and sand surfacing. Also once again here there is the problem of grass and foliage growing up from the steep drops and gullies on the offside - this is typical of practically all the curves on the descent of Oivi Ridge, and as previously mentioned the removing of this hazard will add much to the safety of the road.

Section 33-34 (length 29 yards) At (34) a sharp blind right hand corner induced by heavy foliage growing from offside gully, see above for remedy. The corner can only be widened and made less severe by digging back the nearside bank this is of a concave shape as at (31) and I don't think that anything can be done in the way of great improvement on this

type of corner.

Section 34-35 (length 7 yards). Bridge at (35) is totally obstructed by foliage and sharpness of the turn until right upon it. Some warning sign essential here. Bridge at (35) 5 large bearers resting in earth - offside bearer is rotting from underneath and needs immediate replacement. 24 cross members support 2 double width and double length tracks of marsden matting. The bridge is about a small creek and in its present state I would hesitate to call it safe, at least not until the rotting bearer is replaced.

Section 35-36 (length 40 yards). This section of road is quite wide but the surface is rough and uneven - well defined wheel tracks of cracked stone followed by gravel and sand are needed here.

Section 36-37 (length 62 yards) At (36) the road narrows and forms a blind corner - nearside bank to be cut back all the way to (37) this will ease the blind corner and also make the road wider. There are also in this section a number of wheel ruts which are to be filled in, and the surface evened out with gravel.

Section 37-38 (length 45 yards). At (37) a sharp right hand curve rendered blind by the grass and foliage growing up from the offside gully - see previous sections regarding comment on this condition. The turn at (37) needs gravelling and elimination of muddy wheel ruts - these are very bad on the turn and in this section and would be far worse in wet weather, control of a vehicle can easily be lost in these conditions. From the turn, the road onto (38) is quite wide but rough in spots and on the whole needs evening out and surfacing with gravel.

Section 38-39 (length 95 yards). At (38) blind corner nearside bank to be cut back - cracked stone to be laid on the turn followed by gravel and sand surfacing. Remainder of the road section is greasy in parts being composed of red clay - cracked stone needed to form wheel tracks followed by gravel and sand - otherwise the road in this section is quite wide.

Section 39-40 (length 84 yards) Blind corner at (39) nearside bank to be cut away - road surface on the turn quite fair but could use some more gravel and sand. There is a hump forming in the middle of the tracks caused by constant use and sinking of the wheel tracks, this can be rectified either by shovelling away the hump or raising up the tracks - in this case as the wheel tracks seem fairly well consolidated I suggest the former. Road takes a sweeping right hand curve on which clear vision is once again obstructed by grass and foliage growing up on the offside.

Constructors in this section have made some attempt at draining of the rain water by cutting drains on the offside of the road which flow into the gullies. This does not appear to be very effective however as the road is slightly sloped towards the nearside bank and away from the drains. Stone consolidation is needed at (40).

Section 40-41 (length 44 yards). Wheel tracks at the start of this section have sunk below the level of the centre of the road and as they do not seem stable suggest they be built up with cracked stone. There is a blind corner at (41) and the removal of the rear side offending bank will take quite a bit of work owing to its size. Road surface on the turn is rough and needs grading and filling with gravel, also wheel ruts need eliminating.

Section 41-42 (length 110 yards) Some very deep wheel tracks in this section which need filling with cracked stone. In this section there is quite a steep drop on the offside and some form of safety fence or bank is needed or otherwise road must be well banked so that it slope towards the nearside bank.

Also in this section at a point I have marked (41a) the road is very narrow even made more so by the fact that the offside edge is giving way this will need to be repaired and contained possibly by cement and chicken wire binding. From (41) till (45) there is this constant very steep unprotected drop on the offside.

Section 42-43 (length 40 yards) Surface of this section needs filling with cracked stones gravel and sand - also provision of adequate drainage is essential as most of the poor condition of the road surface appears to be caused by running water. Road needs widening at (43) and some safety precautions against the steep offside drop. The nearside bank is quite high and will require a considerable amount of diagging - however this is essential not only in widening the road but also in eliminating the blind corner at (43).

Section 43-44 (length 53 yards) Wheel ruts forming in surface at (44) very slippery surface on turn, there is no stone here at all and combined with the steep offside drop makes this a very treacherous point.

Also at (44) there is a drain contained in drums which flows under the road - is far too narrow in this section and needs to be widened.

Section 44-45 (length 60 yards) Once more a very steep drop on the offside about 60 feet - road surface slippery and very dangerous when wet. Surface of the turn needs cracked stone, gravel and sand spread on top.

Report on nearside Bank at (45). This section of the road presents a real problem. The bank is very steep and has about 60 feet of denuded earth before the tree line starts with approximately the same depth of drop into the gully on the offside of the road. At present the width of road from the base of the bank to the edge of the drop is 12 feet. The surface of the road is only loosely spread with gravel and becomes very slippery in the wet weather. The bank is very steeply sloped and difficult to climb being surfaced with loose gravel.

On the top of the bank the trees should be cut back

and this will be a big job as they are all matted together - there are also a number of larger trees which also should be removed. There appears to be evidence of previous landslides from this bank as many of the trees are showing exposed roots.

As the road at this point definitely needs to be widened, the problem is how to cut into the bank without causing a landslide, however if this is unavoidable, it would be far better to cause a controlled landslide, even though this might mean blocking the road for a week, than for a slide to occur while a vehicle is on the road.

The composition of the bank is loose gravel mixed with clay, after the tree line is reached there is about a foot of soil.

It may be possible to dynamite the bank as otherwise there is a great deal of digging to be done.

Section 45-46 (length 71 yards). Quite a wide section but the surface is rough and water eroded - needs cracked stone to form wheel tracks followed by gravel and sand surfacing.

Section 46-47 (length 99 yards) This section patchy and very rough in parts. In some sections there are stones in others none. There are a lot of wheel ruts very deep and muddy and a lot of cracked stone is needed here to repair the road surface. At (47) bank to be cut away to give better visibility on the corner.

Section 47-48 (length 58 yards) Cracked stone needed on this section for construction of well defined wheel tracks. Wheel ruts to be filled in and road surfaced with gravel and sand. This section is quite wide although the sheer drop on the offside is still present.

Section 48-49 (length 106 yards) Road narrows extremely at (48) and cracked stone is needed in the wheel tracks, followed by gravel and stone. Road to be widened by cutting well back into the nearside bank.

Section 49-50 (length 69 yards). Some cracked stone is needed for the wheel tracks in this section and grass and foliage on the nearside to be cut back - but on the whole not a bad

section.

Section 50-51 (length 106 yards) Very deep and muddy wheel ruts to be filled in and replaced by cracked stone wheel tracks. At present the road surface consists of mud and soft clay and is very slippery - the wheel ruts in this section are the worst on the whole road and needs a lot of cracked stone and a lot of consolidating work. The corner at (51) is blind and nearside bank is to be cut back.

Section 51-52 (length 42 yards). Sharp right hand bend leading on to bridge at (52). Bridge is obscured by tall grass - grass to be cut back and warning signs erected. The corner can be made less severe by cutting into the nearside bank which is of concave shape - but I think only a small amount of improvement will result.

Bridge at (52) 3 large bearers supporting 10 cross members about 4 feet above a small creek. The cross members carry 2 single strips of marsden matting which are inadequate as they do not cover the whole length of the bridge and consequently there remains a bump at either end.

Timbers used in the bridge are quite solid and some recent maintenance has been put into the structure, which I would class as quite safe but needing two more pieces of marsden matting.

Section 52-53 (length 62 yards) From (52) to end of Oivi Ridge section the grass has been cut and the effect is really startling and I feel justifies my previous criticism of over growing grass. The road is well defined and easy to follow.

Section 53-54 (length 163 yards) Another good section where the grass has been cut down only bad piece in this section is a blind corner at (54) Nearside bank to be cut away and as it is composed of earthy clay should not present much difficulty.

Section 54-55 (length 231 yards) A long section of good road. From (52) to (55) would undoubtedly be the best road in the Oivi Ridge section.

Section 55-56 (length 18 yards). The last section surveyed is a shallow ford. The water is not swift running and only about nine inches deep. The bottom surface of the ford is gravel and quite firm.

Both the approaches into the ford are too steep and need to be dug back further along the roads to lessen the slope.

<u>Lengths of Bridges:</u>	<u>Actual Length Present Structure</u>	<u>Suggested length for repair or replacement.</u>
Bridge at (1)	16 feet	18 feet
Bridge at (15)	12 feet	14 feet
Bridge at (17)	10 feet	12 feet
Bridge at (21)	10 feet	12 feet
Bridge at (35)	19 feet	21 feet
Bridge at (52)	13 feet	15 feet

I have allowed an extra 2 feet on top of the present lengths of the bridges so as to give a firm base on which to plant transverse abutments. This will then give better support to the main bearers than is possible at present. As stated in the individual reports on each bridge they are all at present in a usable condition, some in fact are quite good, but in the general overall plan for improvement of this section of the Kokoda - Ilimo road I suggest that they all be eventually replaced with more permanent structures, needing little or no maintenance.

Report on Contractors Engaged on Oivi Ridge.

Contractors:- Ambo of Hamara village.
Hovelari of Hamara village
Muncho of Sisereta village.

Equipment:-

- 3 Longhandled Shovels.
 - 2 Short Spades
 - 1 7 lb Hammer.
 - 2 2 lb Hammer.
 - 1 Axe.
 - 1 Crowbar.
 - 1 Pick.
 - 2 Mattocks.
 - 2 Bushknives 16"
 - 1 Cross cut Saw.
-

The contractors start work at 7.00 a.m and work till 12 noon after an hours break for lunch they start work at 1.00 p.m and finish at 4.00 pm. There is a house on the top of Oivi Ridge which the contractors use as sleeping quarters. However one of the contractors Muncho prefers to go to his village, Sisereta, each night, about half an hours walk. I had no objection to this as during the period of survey he reported back ready for work at 6.00 am. Behind the contractor's house there is a garden in which Taro, yams, and sweet potato are grown. Both Ambo and Hovelari have families at Kokoda, and they are rather dissatisfied with having to leave their families for each week. They finish work on Oivi Ridge on Friday afternoon and report to Kokoda station on Saturday morning where they work till 12' noon on allotted duties.

I was approached by Ambo regarding amount of pay received which they considered inadequate. This request I passed on to the A.D.O together with my recommendation, and he has since raised the pay by variation of the contract from £6 per month to £7 per month. This increase applies not only to the contractors engaged on Oivi Ridge but also to those employed on the Mambare and Iora sections, and I feel has greatly strengthened their morale.

The contractors undoubtedly put a lot of effort and work into maintenance of the Oivi Ridge road but I feel that a great deal of this effort is unfortunately wasted. This is mainly

because the contractors have no plan to work from and seem to repair little pieces of the road here and there without any co-ordination. This is clearly evident from the number of times they have placed crack stone in one wheel track and yet left the other track without any attention even though it is equally as bad as the one repaired. This perhaps shows a lack of common sense but shows even a greater need for some guiding plan which will put their efforts to good use.

The second factor resulting in wasted effort is the lack of materials namely cracked stone, gravel and sand. This can in no way be blamed upon the contractors as there is very little readily available, Material on the site. There is some gravel and stone in the ford at the end of the section but this represents 2 miles walk to the start of the ridge and is totally impracticable. There is also some stone mixed with clay in the road banks but this is very sparse and requires a lot of effort to extract.

The contractors informed me that the government tractor used to cart stones for them; However for some time now the tractor has been out of commission with mechanical trouble and so the stone supply has ceased.

It is quite evident that the contractors need a constant supply of stone to improve this road, and this supply should be shortly resumed as the tractor will be then back in commission.

As a result of this survey the ridge has been pegged in sections and together with a master map of the ridge showing sections and road conditions, which is held at the office, a programme can be drawn up which will remedy most of the wasted effort.

I suggest that this plan also be supplemented by visits from station Officers to the ridge to ensure that instructions are understood and are being executed - these visits could be either fortnightly or monthly.

Report on Grass Cutting on Oivi Ridge.

The contractors have told me that they do not cut any grass and that this is the work of the Sisereta people who do it on Fridays mornings as their contribution to Government Work. At this rate it takes about three weeks to cut all the grass on Oivi Ridge as they are also responsible for further sections both before and after the Oivi Ridge section.

These people did cut grass while I was doing the survey, but the condition and height of the grass indicated to me that they had been rather lax in the past in this regard, and I think it was only my presence in the area that turned on a show of activity.

Report on Council Tractor Using Oivi Ridge:

The Ilimo Native Local Government Council owns a tractor which is garaged at Kokoda Station and which makes a trip every Saturday to Ajeka and back on Sunday.

These trips are passenger trips in which fare paying passengers are carried in a trailer. Weight of Tractor plus trailer unladen is 3 tons this would be closer to four tons when laden. The weight of this vehicle coupled with the size and type of rear tyres is responsible for much of the poor condition of the road. Soft surfaces which would carry a landrover adequately are totally ripped up and large wheel ruts are left remaining - this occurs on return journey and fresh wheel ruts result. I am not saying the tractor is the only cause of wheel ruts, but it is by far the greatest offender.

I realise that the tractor trip is important both for council income and taxpayers convenience - apart from the question of morale in letting the people see their tractor, but I would be pleased to see these trips postponed for some time to enable a solid surface to be put on the road. Otherwise we seem to be fighting an endless battle.

(1)
Report on Oivi Ridge Section
Kokoda - Ilimo Road

Survey by Cadet Patrol Officer J Iawin during the period 27th May 1960 to 4th June 1960.

Acting upon patrol instructions received, copy of which is attached, I proceeded by Landrover from Kokoda to Oivi Ridge and there set up a base camp on the top of the ridge from which to carry out the following survey.

The start of the ridge section is marked by a bridge and I have started numbering the sections from this point, finishing at a ford marking the end of the Oivi Ridge.

Report on sections:

Bridge at (1) In this bridge there are five large wooden beams approximately 18 inches thick and although they are starting to rot on the outside of this diameter their centres appeared upon examination to be quite solid. The beams support 14 new cross members which in turn carry two single strips of madder matting forming wheel lanes.

The bridge is not level and tilts to the right about 5 degrees, and although recent maintenance has made it quite safe I suggest, that in the overall plan for

improvement of this section of the road, it be replaced.

Section 1-2 (length 34 yards) Only a short section in which the road is too narrow and badly overgrown. The left hand or nearside bank to be cut back and grass and foliage cut down and controlled - this will make the approach to the bridge at (1) much safer.

Section 2-3 (length 22 yards) Also only a short section but due to overgrowing grass and overhanging foliage the bridge at (1) cannot be seen when approaching from the Ilimo end of the road, even though the

this section is only one chain. The road is quite wide enough at this point to lend itself to improvements but until this is done and the grass kept down will remain an ~~potential~~ accident prone section.

Section 3-4 (length 38 yards) From (3) the road climbs slightly and curves to arrive at (4) in practically a blind corner, the road is far too narrow but this can be remedied without a great deal of effort by cutting back the nearside bank. Also although some gravel has been laid on the road it is ~~very~~ ⁱⁿ insufficient quantities and as been laid indiscriminately in only one wheel track, consequently the offside wheel track would be very slippery in wet weather - partly due to water running down the incline through lack of adequate drainage, and even more so to the dripping and seepage of the overhead foliage. More crushed stone is needed here to consolidate the wheel tracks and an effort made to keep grass and foliage cut back and under control.

Section 4-5 (length 53 yards) Quite a reasonable section, fairly straight and having a good surface. However the width of the road is deceptive as it is heavily overgrown, once again the problem here is one of keeping grass under control.

Section 5-6 (length 18 yards) a short curvy section requiring a little bank cutting and a lot of grass cutting. Surface although covered with stones needs smoothing out and rolling as these are quite rough enough to ~~the~~ throw a vehicle temporarily out of control.

Section 6-7 (length 37 yards) a short straight section in quite reasonable condition, surface a bit rough and could be improved with grading and smoothing.

Section 7-8 (length 64 yards) a good section with a good surface offering good adhesion - only criticism of this section being the overgrowth of grass.

Section 8-9 (length 21 yards) This section has a good surface but at (9) a small waterway runs across the road. I suggest that this be contained in drums or a pipe and run on underneath the road. This would then give good drainage at this point.

● Section 9-10 (length 17 yards) Good visibility and quite a good surface on this fairly long section. Bank at (10) could be cut back to give a better view at and around the corner but as it stands at present it is not unsafe.

Section 10-11 (~~74~~ length 14 yards) Contractors working on this section at time of survey - conditions here were improving under their efforts. The road is not narrow but at (11) the corner is blind for a certain time - the offending bank however seems to present no difficulty in removing and if this were done the road could almost be made straight with no corner. The nearside wheel track on the corner is at present bad, being pure clay and very slippery even after a slight fall of rain. Wheel track needs to be well defined with crushed stone here.

● Section 11-12 (length 29 yards) A short section with a slow curve into a rather narrow or bridge over a causeway at (12). This causeway can be improved by the use of drums to contain the waterflow and also by building up the road where it has sunk down. The surface is quite greasy and requires filling with crushed stone and then smoothing out with gravel and sand.

Section 12-13 (length 76 yards) A reasonably safe section - straight well defined and with a non-slippery

surface. However in the surface there are a number of small holes and depressions. rather like pot-holes which need to be filled in and levelled out.

Section 13-14 (length 42 yards) This section although straight is quite bad. Large muddy wheel tracks filled with water are in evidence, the nearside track has been partially filled with ~~sharp~~ stones, this seems to have been done quite recently, however nothing has been done to improve the offside wheel track and as this is very muddy and slippery the effect of the stones in the nearside track is nullified. Also I would say that the stones used on this section ~~are~~ have not been crushed enough as they are quite large and could easily cause a tyre failure - the road at this section is quite wide enough to lend itself to great improvements.

Section 14-15 (length 187 yards) Twenty yards from (4) a small culvert covered by five logs lying transverse to the road. I suggest here that two strips of mardani matting be secured across the culvert and running parallel with the wheel tracks. This will make the crossing of the culvert much smoother. The road at this point drops slightly to the right and needs building up on that side. Apart from the foregoing remarks ~~at~~ (14-15) is a long section of quite safe road.

Section 15-16 (length 112 yards) Bridge at (15) the sight of which is partially obscured by the tall grass growing between the wheel tracks - this condition of bridges is typical of nearly every bridge on the Kokoda-Ilimo road and not only of the Ovi Ridge section - it is essential that the grass be kept cut ~~at~~ at these points. The bearers of the bridge at (15) are three large diameter logs which like those of the bridge already described at (1) are rotting ~~away~~ at the outside extremities although their cores

are solid. Thirteen cross members are carried by the 3 bearers and these ~~which~~ support 2 single lanes of massden matting, of these the nearside strip is rutted and breaking up at the end. I could not see any transverse abutments for the bearers and they appear to rest straight onto the clay banks of the creek.

The two outside bearers of the bridge are solid and do not appear to have moved - however the ~~the~~ centre bearer has sunk into the clay about 3 inches and consequently only 1 of the 13 cross members are supported by the ~~the~~ all 3 of the bridge bearers. This bridge has had some recent maintenance and although it is not unsafe, it neither is it in A1 condition. The same remarks as made on bridge (1) regarding its replacement also apply here.

However in the meantime immediate maintenance would be the replacing of the massden matting and the raising of the centre bearer to a point where all the bearers are carrying an equal load.

The road section (15-16) is long and quite safe my only criticism being the grass problem - this may perhaps be more noticeable to me being on foot than it would be to the driver of a vehicle, nevertheless it is highly desirable that it be kept under control - not only on the section under survey but over the length of the entire road - this is made very difficult owing lack of labour and other commitments, the answer may be found in experimenting with poison, grass killers or overplanting with some form of vegetation that does not grow to any great height.

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(17) ~~partially obscured~~ almost totally obscured by tall grass presents a real danger to anyone not knowing the road. I suggest here apart from the essential cutting of the grass, that some warning sign be prominently displayed along the road well back from the bridge - these could be easily made and in fact used for other dangerous sections such as sharp curves or steep grades.

Section 17-18 (length 190 yards). Have no criticisms regarding the actual bridge at (17) - being constructed of six heavy bearers - none of which are yet rotting as in the previously mentioned bridges. These bearers support 10 cross members all sound, these carry two strips of marsehen matting forming the wheel tracks. The whole structure of the bridge is quite sound.

After leaving the bridge at (17) the road is wide quite flat and with a good surface until it reaches (18)

Section 18-19 (length 38 yards). At (18) there is a continual pool of water lying on the nearside track and sometimes extending right across the road. This pool is approximately six feet long and three inches deep and varies with the amount of rainfall. It is caused by a low lying piece of ground on the nearside which serves as a catchment area and is always full of water. Although at present the quantity of water upon the road is insufficient to be regarded as dangerous, but as it tends to keep this section of road continually soggy and muddy I suggest that

the area of water be drained off underneath the road, this could easily be done. The road then climbs slightly to a left hand curve at (19). The road here is quite wide and the curve is not blind, but the surface of the road is not good. Although there is plenty of stone on the surface it has been laid ~~so~~ without proper cracking and consequently is very rough.

I suggest here that the stone be further cracked and then covered with gravel then sand, after this the whole surface needs rolling.

Section 19-20 (length 74 yards) This section generally overgrown and even now, ~~after~~ at time of survey, after at least four days without rain the tracks are muddy and soft, this would become much worse after heavy rain. Wheel tracks to be consolidated first with cracked stone, followed by gravel and sand. Also something needs doing to control the grass problem.

Section 20-21 (length 31 yards) Road rough in places with large outcrops of stones - these to be cracked up and dispersed along the wheel tracks. At (21) a bridge consisting of two unsecured strips of madden matting lying on earth and stones which have covered up the bearers. This is only a short bridge of 12 feet long, but it needs rebuilding so that the bearers are visible. as it is now ~~is~~ being covered by earth it is impossible to tell the condition of these bearers. The bridge is well obscured by grass growing both between the wheel tracks on both approaches and also between the strips of madden matting on the bridge itself.

Section 21-22 (length 43 yards) The road contractors were also working on this section of the road at the time of survey, and as before appear to be filling in only one track, this as pointed out is ineffectual; ~~but~~ At (22) a small culvert crosses the road and is bridged by two logs lying transverse to the road, this needs a covering of two strips of mason's matting lying parallel with the wheel tracks to eliminate the present hump.

Section 22-23 (length 49 yards) The road turns to the right and starts to climb. The turn at the bottom of the hill is quite muddy and slippery - this needs consolidating with cracked stones, gravel and finally a surfacing of sand. The remainder of this section is quite fair.

Section 23-24 (length 51 yards) At (23) a blind corner at which the roadside bank is to be cut back. Surface of the turn is not good and requires a cracked stone filling, gravel then sand surfacing. The remainder of this section needs smoothing out or grading as the wheel tracks contain a number of rough spots.

Section 24-25 (length 25 yards) At (24) the road narrows over a culvert and the ground on both sides of the road drops away sharply. This will take some building up but the depth is only about 3 feet - suggest here in the meantime that some indication as to the width of the road be given by markers, also some form of safety fence or bank between (24) and (25) on both sides of the road. The surface of the culvert is earth which completely covers the original log covering.

(9)

Section 25-26 (length 44 yards) at (25) another culvert also rather narrow and completely covered by earth - road to be widened here by building up on each side. The road then climbs on a gravelled but slightly rough surface to (26) - surface needs grading to iron out rough spots.

Section 26-27 (length 36 yards) At (26) nearside bank to be cut back to allow better visibility at the corner. Road surface of this section needs gravelling and sand surfacing.

Section 27-28 (length 53 yards) This section has a very bad surface - being muddy with large wheel ruts - needs a base of cracked stone in the wheel tracks followed by gravel and sand surfacing. Grass needs cutting on either side of the road. The road rises only slightly to (28) but in its present slippery and muddy condition offers great ^{obstruction} ~~difficulty~~ _{resistance} to vehicular traction.

Section 28-29 (length 201 yards) This is a good straight section with a good surface even though it is not gravelled. The road is on top of the ridge and well drained but could be improved with gravelling and cutting down of the grass. This section finishes at the house occupied by the Ovi Ridge contractors and from this point the road starts to descend.

Section 29-30 (length 14 yards) Short section from contractors house to start of descent blind corner at (30) bank on nearside to be cut back here, bank is quite high but ~~sub~~ consists mainly of loamy of loamy clay and should present no difficulty in removing. The surface of road on the turn is quite good.

Section 30-31 (length 45 yards) Blind corner at (31) bank to be cut away on nearside. ~~road~~ road surface needs ~~at~~ cracked stone in the wheel tracks, gravel and sand.

Section 31-32 (length ~~27~~ 27 yards) Sharp right hand corner, vision obstructed by tall grass and foliage, once this removed a clear vision of the approaching road and corner will be available. The road is ~~so~~ very narrow and by cutting further bank back into the concave nearside bank, ~~the~~ both the corners can be made less sharp and the road wider.

Section 32-33 (length 22 yards) Sharp blind left hand corner with a rough and muddy road surface. Nearside bank to be cut away wheel ruts to be eliminated and road surface to be consolidated with cracked stone, gravel and sand surfacing. Also once again here there is the problem of grass and foliage growing up from the steep drops and gullies on the offside - this is typical of practically all the curves on the descent of Civi Ridge, and as previously mentioned the removing of this hazard will add much to the safety of the road.

Section 33-34 (length 29 yards) at (34) a sharp blind right hand corner induced by foliage heavy foliage growing from offside gully, see above for remedy. The corner can only be widened and made less severe by digging back the nearside bank this is of a concave shape as ~~at~~ at (31) and I don't think that anything can be done ~~on~~ ~~it~~ in the way of great improvement on this type of corner.

Section 34-35 (length 7 yards) Bridge at ~~the~~ (35) is totally obstructed by foliage and sharpness of the turn until right upon it. Some warning sign essential here.

(11)

Bridge at (35) 5 large bearers resting in earch-offside
bearer is rotting from underneath and needs immediate
replacement. 24 cross members support 2 double width
and double length tracks of madder matting. The bridge is
about a small creek and in its present state I would
hesitate to call it safe; at least not until the rotting
bearer is replaced.

Section 35-36 (length 40 yards) This section of road is
quite wide but the surface is rough and uneven. well
defined wheel tracks of cracked stone followed by gravel
and sand are needed here.

Section 36-37 (length 62 yards) At (36) the road
narrows and forms a blind corner - nearside bank to
be cut back all the way to (37) this will ease the blind
corner and also make the road wider. There are also
in this section a number of wheel ruts which are to be
filled in, and the surface evened out with gravel.

Section 37-38 (length 45 yards) At (37) a sharp
right hand curve rendered blind by the grass and foliage
growing up from the offside gully - see previous
sections regarding comment on this condition. The
turn at (37) needs gravelling and elimination of muddy
wheel ruts - these are very bad on the turn and in
this section and would be far worse in wet
weather, control of a vehicle can easily be lost in
these conditions. From the turn, the road onto
(38) is quite wide but rough in spots and over on
the whole needs evening out and surfacing with
gravel.

Section 38-39 (length 95 yards) At (38) blind corner
nearside bank to be cut back - cracked stone to be
laid on the turn followed by gravel and sand surfacing.

Remainder of the road section is greasy in parts being composed of red clay - cracked stone needed to form wheel tracks followed by gravel and sand - otherwise the road in this section is quite wide.

Section 39-40 (length 84 yards) Blind corner at (39) nearside bank to be cut away - road surface on the turn quite fair but could use some more gravel and sand. There is a hump forming in the middle of the tracks caused by constant use and sinking of the wheel tracks, this can be rectified either by shovelling away the hump or raising up the tracks - in this case as the wheel tracks seem fairly well consolidated I suggest the former. Road takes a sweeping right hand curve on which clear vision is once again obstructed by grass and foliage growing up on the offside.

Contractors in this section have made some attempt at draining of the rain water by cutting drains on the offside of the road which flows into the gullies. This does not ~~now~~ appear to be very effective effective however as the road is slightly sloped towards the nearside bank and away from the drains.

Stone consolidation is needed at (40).

Section 40-41 (length 44 yards) Wheel tracks at the start of this section have sunk below the level of the centre of the road and as they do not seem stable suggest they be built up with cracked stone. There is a blind corner at (41) and the removal of the nearside offending bank will take quite a bit of work owing to its size. Road surface on the turn is rough and needs grading and filling with gravel, also wheel ruts need eliminating.

Section 41-42 (length 110 yards) Some very deep wheel tracks in this section which need filling with cracked stone. & In this section there is quite a steep drop on the offside and some form of safety fence or bank is needed, or otherwise road must be well banked so that it slope towards the nearside bank.

Also in this section at a point I have marked (41a) the road is very narrow even made more so by the fact that the offside edge is giving way this will need to be repaired and contained possibly by cement and chicken wire binding. From (41) till (45) there is this constant very steep unprotected drop on the offside.

Section 42-43 (length 40 yards) Surface of this section needs filling with cracked stones gravel and sand. - also provision of adequate drainage is essential as most of the poor condition of the road surface appears to be ~~the~~ caused by running water. Road needs widening at (43) and some safety precautions against the steep offside drop. The nearside bank is quite high and will require a considerable amount of digging - however this is essential not only in widening the road but also in eliminating the blind corner at (43).

Section 43-44 (length 53 yards) Wheel ruts forming in surface at (44) very slippery surface on turn, there is no stone here at all and combined with the steep offside drop makes this a very treacherous point.

Also at (44) there is a drain contained in drums which flows under the road. - road is far too narrow in this section and needs to be widened.

Section 44-45 (length 60 yards) Once more a ~~to~~ very steep drop on the offside about 60 feet - road surface slippery and very dangerous when wet.

Surface of the turn needs cracked stone, gravel and sand spread on top.

Report on nearside Bank at (45). This section of the road presents a real problem. The bank is very steep and has about 60 feet of denuded earth before the tree line starts with approximately the same depth of drop into the gully on the offside of the road. At present the width of road from the base of the bank to the edge of the drop is 12 feet. The surface of the road is only loosely spread with gravel and becomes very slippery in the wet weather. The bank is very steeply sloped and difficult to climb being surfaced with loose gravel.

On the top of the bank the trees should be cut back and this will be a big job as they are all matted together - there are also a number of larger trees which also should be removed. There appears to be evidence of previous landslides from this bank as many of the trees are showing exposed roots.

As the road at this point definitely needs to be widened, the problem is how to cut into the bank without causing a landslide, however if this is unavoidable, it would be far better to cause a controlled landslide, even though this might mean blocking the road for a week, than for a slide to occur while a vehicle is on the road.

The composition of the bank is loose gravel mixed with clay, after the tree line is reached there is ~~a~~ about a foot of soil.

It may be possible to dynamite the bank as otherwise there is a great deal of digging to be done.

Section 45-46 (length 11 yards). Quite a wide section but the surface is rough and water eroded - needs cracked stone to form wheel tracks followed by gravel and sand surfacing.

Surface of the turn needs cracked stone, gravel and sand spread on top.

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The composition of the bank is loose gravel mixed with clay, after the tree line is reached there is ~~a~~ about a foot of soil.

It may be possible to dynamite the bank as otherwise there is a great deal of digging to be done.

Section 45-46 (length 71 yards). Quite a wide section but the surface is rough and water eroded - needs cracked stone to form wheel tracks followed by gravel and sand surfacing.

(15)

Section 46-47 (length 99 yards) This section patchy and very rough in parts. In some sections there are stones in others none. There are a lot of wheel ruts very deep and muddy and a lot of cracked stone is needed here to repair the road surface.

At (47) bank to be cut away to give better visibility on the corner.

Section 47-48. (length 58 yards) bracked stone needed on this section for construction of well defined wheel tracks. Wheel ruts to be filled in and road surfaced with gravel and sand. This section is quite wide although the sheer drop on the offside is still present.

Section 48-49 (length 106 yards) Road narrows extremely at (48) and cracked stone is needed in the wheel tracks, followed by gravel and stone. Road to be widened by cutting well back into the nearside bank.

Section 49-50 (length 69 yards) Some ~~stone~~ cracked stone is needed for the wheel tracks in this section and grass and foliage on the nearside to be cut back - but on the whole not a bad section.

Section 50-51 (length 106 yards) Very deep and muddy wheel ~~ruts~~ ruts to be filled in and replaced by cracked stone wheel tracks. At present the road surface consists of mud and soft clay and is very slippery. The ~~no~~ wheel ruts in this section ~~are~~ are the worst on the whole ~~road~~ road and needs a lot of cracked stone and a lot of consolidating work. The corner at (51) is blind and nearside bank to be cut back.

(16)

Section 51-52 (length 42 yards) sharp right hand bend leading on to bridge at (52). Bridge is obscured by tall grass - grass to be cut back and warning signs erected. The corner can be made less severe by cutting into the nearside bank which is of concave shape - but I think only a small amount of improvement will result.

Bridge at (52) 3 large bearers supporting 10 cross members about 4 feet above a small creek. The cross members carry 2 single strips of marseen matting which are inadequate as they do not cover the whole the length of the bridge and consequently there remains a bump at either end.

Timbers used in the bridge are quite solid and some recent maintenance has been put into the structure, which I would class as quite safe but needing two more pieces of marseen matting.

Section 52-53 (length 62 yards) From (52) to end of Ovi Ridge section the grass has been cut and the effect is really startling and I feel justified my previous criticism of overgrowing grass. The road is well defined and easy to follow.

Section 53-54 (length 163 yards) another good section where the grass has been cut down only bad piece in this section is a blind corner at (54) nearside bank to be cut away and as it is composed of earthy clay should not present much difficulty.

Section 54-55 (length 231 yards) A long section of good road. From (52) to (55) would undoubtedly be the best road in the Ovi Ridge section.

(17)

Section 55-56 (length 18 yards) The last section surveyed is a shallow ford. The water is not swift running and only about nine inches deep. The bottom surface of the ford is gravel and quite firm.

Both the approaches into the ford are too steep and need to be dug back further along the roads to lessen the slope.

<u>Lengths of Bridges:</u>	<u>Actual length Present Structure</u>	<u>Suggested length for repair or replacement</u>
Bridge at (1)	16 feet.	18 feet
Bridge at (15)	12 feet.	14 feet.
Bridge at (17)	10 feet	12 feet.
Bridge at (21)	10 feet	12 feet.
Bridge at (35)	19 feet.	21 feet.
Bridge at (52)	13 feet.	15 feet.

I have allowed an extra 2 feet on top of the present lengths of the bridges so as to give a firm firm base on which to plant transverse abutments. This will will then give better support to the main bearers than is possible at present. As stated in the individual reports on each bridge they are all at present in a usable condition, some in fact are quite good, but in the general overall plan for improvement of this section of the Kokoda - Ilimo road I suggest that ~~that~~ they all be eventually replaced with more permanent structures, needing little or no maintenance.

Report on Contractors Engaged on Civi Ridge.

Contractors:- Ambo of Hamara Village
 Hovelari of Hamara Village
 Muncho of Sisereita Village.

Equipment:-
 3 longhanded Shovels.
 2 Short Spades
 1 7lb Hammer.
 2 2lb. Hammer
 1 Axe.
 1 Crowbar.
 1 Pick.
 2 Mattocks
 2 Bushknives 16"
 1 Cross cut Saw.

The contractors start work at 7.00 A.M and work till 12 noon after an hours break for lunch they start work at 1.00 P.M and finish at 4.00 P.M. There is a house on the top of Civi Ridge which the contractors use as sleeping quarters. However one of the contractors Muncho prefers to go to his village, Sisereita, each night, about half an hours walk; I had no objection to this as during the period of survey he reported back ready for work at 6.00 A.M.

Behind the contractor's house there is a garden in which Taro, yams, and sweet potato are grown.

Both Ambo and Hovelari have families at Kokoda, and they are rather dissatisfied with having to leave their families for each week. They finish work on Civi Ridge on Friday afternoon and report to Kokoda station on Saturday morning where they work till 12.00 noon on allotted duties.

I was approached by Ambo regarding amount of pay received which they considered inadequate. This request I passed on to the A.D.O. together with my

recommendation, and he has since raised the pay by variation of the contract from £6 per month to £7 per month. This ~~is~~ increase applies not only to the contractors engaged on Civi Ridge but also to those employed on the Mambare and Isora sections, and I feel has greatly strengthened their morale.

The contractors undoubtedly put a lot of effort and work into maintenance of ^{the} Civi Ridge road but I feel that a great deal of this effort is ~~is~~ unfortunately wasted. This is mainly because the contractors have no plan to work from and seem to repair little pieces of the road here and there without any co-ordination. This is clearly evident from the number of times they have placed crack stone in one wheel track and yet left the other track without any attention even though it is equally as bad as the one repaired. This perhaps shows a lack of common sense but shows even a greater need for some guiding plan which will put their efforts to good use.

The second factor ~~retarding~~ resulting in wasted effort is the lack of materials namely cracked stone, gravel and sand. This can in no way be blamed upon the contractors as there is very little readily available material on the site. There is some gravel and stone in the ford at the end of the section but this represents 2 miles walk to the start of the ridge and is totally impracticable. There is also some stone mixed with clay in the road banks but this is very sparse and requires a lot of effort to extract.

The contractors informed me that ~~the~~ the government tractor used to cart stones for them; but after ~~the tractor~~ was however for some time now the tractor has been out of commission with mechanical

trouble and so the stone supply has ceased.

It is quite evident that the contractors need a constant supply of stone to improve this road, and this supply should be shortly resumed as the tractor will be ^{them} back in commission.

As a result of this survey the ridge has been pegged in sections and together with a master & map of the ridge showing sections and road conditions, which is held at the office, ~~a~~ ^{guide} a programme can be drawn up which will ~~account~~ ^{remedy} for most of the wasted effort.

I suggest that this plan also be supplemented by visits from station officers to the ridge to ensure that instructions are understood and are being executed - these visits ~~of~~ could be either ~~fortnightly~~ fortnightly or monthly.

Report on Grass Cutting on Oivi Ridge.

The contractors have told me that they do not cut any grass and that this is the work of the Sisereta people who do it on Friday mornings as their contribution to "Government work". At this rate it takes about three weeks to cut all the grass on Oivi Ridge as they are also responsible for further sections both before and after the ~~own~~ Oivi Ridge section.

These people did cut grass while I was doing the survey, but the ~~state~~ condition and height of the grass indicated to me that they had been rather lax in the past in this regard, and I think ~~&~~ it was only my presence in the area that turned on a show of activity.

Report on Council Tractor Using Dwi Ridge:

The Ilimo native local Government Council owns a ~~large~~ tractor which is garaged at Kokoda Station and which makes a trip every Saturday to Apeka and back on Sunday. ~~This involves two trips over~~

These trips are passenger trips in which fare paying passengers are carried in a trailer. Weight of tractor plus trailer unladen is 3 tons this would be closer to four tons when laden. The ~~net~~ weight of this vehicle coupled with the size of ~~the~~ and type of rear tyres is responsible for much of the poor condition of the road. Soft surfaces which would carry a landrover adequately are totally ripped up and large wheel ruts are left remaining - this occurs on return journey and fresh wheel ruts result. I am not saying the tractor is the only cause of wheel ruts, ~~as the condition~~ but it is by far the ~~most~~ greatest offender.

I realise that the tractor trip is important both for council income and ~~general morale of council~~ tax payers convenience - apart from the question of morale in letting the people see their tractor, but I would be pleased to see these trips postponed for some time to enable a solid surface to be put on the road. Otherwise we seem to be fighting an endless battle.

Report on Oivi Ridge Section Kokoda - Ilimo Road

Survey by Cadet Patrol Officer. J. Irwin during the period 27th May 1960 to 4th June 1960.

Acting upon patrol instructions received, copy of which is attached, I proceeded by Landrover from Kokoda to Oivi Ridge and there set up a base camp on the top of the ridge from which to carry out the following survey.

The start of the ridge section is marked by a bridge and I have started numbering the sections from this point, finishing at a ford marking the end of the Oivi Ridge.

Report on Sections:

Bridge at (1) In this bridge there are five large wooden bearers approximately 18 inches thick and although they are starting to rot on the outside of this diameter their centres appeared upon examination to be quite solid. The bearers support 14 new cross members which in turn carry two single strips of mardian matting forming wheel lanes. The bridge is not level and tilts to the right about 5 degrees, and although recent maintenance has made it quite safe I suggest, that in the overall plan for improvement of this section of the road, it be replaced.

Section 1-2 (length 34 yards) Only a short section in which the road is too narrow and badly overgrown. The left hand or nearside bank to be cut back and grass and foliage cut down and controlled - this will make the approach to the bridge at (1) much safer.

Section 2-3 (length 22 yards) Also only a short section but due to overgrowing grass and overhanging foliage the bridge at (1) cannot be seen when approaching from the Ilimo end of the road, even though the length of this section is only one chain. The road is quite wide enough at this point to lend itself to improvements but until this is done and the grass kept down will remain accident prone section.

Section 3-4 (length 38 yards). From (3) the road climbs slightly and curves to arrive at (4) in practically a blind corner, the road is far too narrow but this can be remedied without a great deal of effort by cutting back the nearside bank. Also although some gravel has been laid on the road it is in insufficient quantities and as been laid indiscriminately in only one wheel track, consequently the offside wheel track would be very slippery in wet weather - partly due to water running down the incline through lack of adequate drainage, and even more so to the dripping and seepage of the overhead foliage. More crushed stone is needed here to consolidate the wheel tracks and an effort made to keep grass and foliage cut back and under control.

Section 4-5 (length 53 yards) Quite a reasonable section, fairly straight and having a good surface. However the width of the road is deceptive as it is heavily overgrown, once again the problem here is one of keeping grass under control.

Section 5-6 (length 18 yards) A short curvy section requiring a little bank cutting and a lot of grass cutting. Surface although covered with stones needs smoothing out and rolling as these are quite rough enough to throw a vehicle temporarily out of control.

Section 6-7 (length 37 yards) A short straight section in quite reasonable condition, surface a bit rough and could be improved with grading and smoothing.

Section 7-8 (length 64 yards) A good section with a good surface offering good adhesion - only criticism of this section being the overgrowth of grass.

Section 8-9 (length 21 yards) This section has a good surface but at (9) a small waterway runs across the road. I suggest that this be contained in drains or a pipe and run underneath the road - this would then give good drainage at this point.

Section 9-10 (length 77 yards) Good visibility and

quite a good surface on this fairly long section. Bank at (10) could be cut back to give a better view at and around the corner but as it stands at present it is not unsafe.

Section 10-11 (length 7 1/4 yards) Contractors working on this section at time of survey -- conditions here were improving under their efforts. The road is not narrow but at (11) the corner is blind for a certain time - the offending bank however seems to present no difficulty in removing and if this were done the road could almost be made straight with no corner. The nearside wheel track on the corner is at present bad, being pure clay and very slippery even after a slight fall of rain. Wheel track needs to be well defined with crushed stone here.

Section 11-12 (length 29 yards) A short section with a slow curve into a rather narrow bridge over a causeway at (12). This causeway can be improved by the use of drums to contain the waterflow and also by building up the road where it has sunk down. The surface is quite greasy and requires filling with crushed stone and then smoothing out with gravel and sand.

Section 12-13 (length 16 yards) A reasonably safe section - straight well defined and with a non-slippery surface. However in the surface there are a number of small holes and depressions - rather like pot-holes which need to be filled in and levelled out.

Section 13-14 (length 42 yards) This section although straight is quite bad large muddy wheel tracks filled with water are in evidence, the nearside track has been partially filled with sharp stones, this seems to have been done quite recently, however nothing has been done to improve the offside wheel track and as this is very muddy and slippery the effect of the stones in the nearside track is nullified. Also I would say that the stones used on this section have not been crushed enough as they are quite large and could easily cause a tyre failure - the road at this section is quite wide enough to lend itself to great improvements.

Section 14-15 (length 187 yards) Twenty yards from (14) a small culvert covered by five logs lying transverse to the road. I suggest here that two strips of mardden matting be secured across the culvert and running parallel with the wheel tracks. This will make the crossing of the culvert much smoother. The road at this point drops slightly to the right and needs building up on that side. A part from the foregoing remarks (14-15) is a long section of quite safe road.

Section 15-16 (length 112 yards) Bridge at (15) the sight of which is partially obscured by the tall grass growing between the wheel tracks - this condition of bridges is typical of nearly every bridge on the Kokoda - Ilimo road and not only of the Oivi Ridge section - it is essential that the grass be kept cut at these points. The bearers of the bridge at (15) are three large diameter logs which like those of the bridge already described at (1) are rotting at the outside extremities although their area are solid. Thirteen cross members are carried by the 3 bearers and these support 2 single lanes of mardden matting, of these the nearside strip is rusted and breaking up at the end. I could not see any transverse abutments for the bearers and they appear to rest straight onto the clay banks of the creek. The two outside bearers of the bridge are solid and do not appear to have moved - however the centre bearer has sunk into the clay about 3 inches and consequently only 7 of the 13 cross members are supported by all 3 of the bridge bearers. This bridge has had some recent maintenance and although it is not unsafe, neither is it in A1 condition. The same remarks as made on bridge (1) regarding its replacement also apply here.

However in the meantime immediate maintenance would be the replacing of the mardden inatting and the raising of the centre bearer to a point where all the bearers are carrying an equal load.

The road section (15-16) is long and quite safe my only criticism being the grass problem - this may perhaps be more noticeable to me being on foot than it would be to the

driver of a vehicle, nevertheless it is highly desirable that it be kept under control - not only on the section under survey but over the length of the entire road - this is made very difficult owing lack of labour and other commitments, the answer may be found in experimenting with poison, grass killer or overplanting with some form of vegetation that does not grow to any great height.

Section 16-17 (length 40 yards). From (16) the road rises slightly turns to the right and then without warning and in the space of 15 yards is on a bridge at (17). Although the road itself is quite safe the bridge at (17) almost totally obscured by tall grass presents a real danger to anyone not knowing the road. I suggest here apart from the essential cutting of the grass, that some warning sign be prominently displayed along the road well back from the bridge - these could be easily made and in fact used for other dangerous sections such as sharp curves or steep grades.

Section 17-18 (length 190 yards). I have no criticisms regarding the actual bridge at (17) - being constructed of six heavy bearers - none of which are yet rotting as in the previously mentioned bridges. These bearers support 10 across members all sound, these carry two strips of madsen matting forming the wheel tracks. The whole structure of the bridge is quite sound.

After leaving the bridge at (17) the road is wide quite flat and with a good surface until it reaches (18)

Section 18-19 (length 38 yards). At (18) there is a continual pool of water lying on the nearside track and sometimes extending right across the road. This pool is approximately six feet long a three inches deep and recedes with the amount of rainfall. It is caused by a low lying piece of ground on the nearside which serves as a catchment area and is always full of water.

Although at present the quantity of water upon the road is insufficient to be regarded as dangerous, but as it tends to keep this section of road continually soggy and muddy

I suggest that the area of water be drained off under neath the road, this could easily be done. The road then climbs slightly to a left hand curve at (19). The road here is quite wide and the curve is not blind, but the surface of the road is not good. Although there is plenty of stone on the surface it has been laid without proper cracking and consequently is very rough. I suggest here that the stone be further cracked and then covered with gravel then sand, after this the whole surface needs rolling.

Section 19-20 (length 7 yards). This section generally overgrown and even now, at time of survey, after at least four days without rain the tracks are muddy and soft, this would become much worse after heavy rain. Wheel tracks to be consolidated first with cracked stone, followed by gravel and sand. Also something needs doing to control the grass problem.

Section 20-21 (length 31 yards). Road rough in places with large outcrops of stones - these to be cracked up and dispersed along the wheel tracks at (21) a bridge consisting of two unsecured strips of mardden matting lying on earth and stones which have covered up the bearers. This is only a short bridge of 12 feet long, but it needs rebuilding so that the bearers are visible as it is now being covered by earth it is impossible to tell the condition of these bearers. The bridge is well obscured by grass growing both between the wheel tracks on both approaches and also between the strips of mardden matting on the bridge itself.

Section 21-22 (length 43 yards). The road contractors were also working on this section of the road at the time of survey, and as before appear to be filling in only one track, this as pointed out is ineffectual.

At (22) a small culvert crosses the road and is bridged by two logs lying transverse to the road, this needs a covering of two strips of mardden matting lying parallel with the wheel

tracks to eliminate the present hump.

Section 22-23 (length 49 yards). The road turns to the right and starts to climb. The turn at the bottom of the hill is quite muddy and slippery - this needs consolidating with cracked stones, gravel and finally a surfacing of sand. The remainder of this section is quite fair:

Section 23-24 (length 51 yards). At (23) a blind corner at which the nearside bank is to be cut back. Surface of the turn is not good and requires a cracked stone filling, gravel then sand surfacing. The remainder of this section needs smoothing out or grading as the wheel tracks contain a number of rough spots.

Section 24-25 (length 25 yards). At (24) the road narrows over a culvert and the ground on both sides of the road drops away sharply. This will take some building up but the depth is only about 3 feet-suggest here in the meantime that some indication as to the width of the road be given by markers, also some form of safety fence or bank between (24) and (25) on both sides of the road. The surface of the culvert is earth which completely covers the original log covering.

Section 25-26 (length 44 yards). At (25) another culvert also rather narrow and completely covered by earth - road to be widened here by building up on each side. The road then climbs and gravelled but slightly rough surface to (26) - surface needs grading to iron out rough spots.

Section 26-27 (length 36 yards). At (26) nearside bank to be cut back to allow better visibility at the corner. Road surface of this sections needs gravelling and sand surfacing.

Section 27-28 (length 53 yards) This section has a very bad surface - being muddy with large wheel ruts - needs a base of cracked stone in the wheel tracks followed by gravel and sand surfacing. Grass needs cutting on either side of the road. The road rises only slightly to (28) but in its present slippery and muddy condition offers great resistance, to vehicular traction.

Section 28-29 (length 201 yards) This is a good straight section with a good surface even though it is not

gravelled. The road is on top of the ridge and well drained but could be improved with gravelling and cutting down of the grass. This section finished at the house occupied by the Oivi Ridge contractors, and from this point the road starts to descend.

Section 29-30 (length 14 yards) Short section from contractors house to start of descent blind corner at (30) bank on nearside to be cut back here, bank is quite high but consists mainly of loamy of loamy clay and should present no difficulty in removing. The surface of road on the turn is quite good.

Section 30-31 (length 45 yards) Blind corner at (31) bank to be cut away on nearside - road surface needs cracked stone in the wheel tracks, gravel and sand.

Section 31-32 (length 27 yards). Sharp right hand corner, vision obstructed by tall grass and foliage, once this removed a clear vision of the approaching road and corner will be available. The road is also very narrow and by cutting further back into the concave nearside bank, both the corner can be made less sharp and the road wider.

Section 32-33 (length 22 yards). Sharp blind left hand corner with a rough and muddy road surface. Nearside bank to be cut away wheel ruts to be eliminated and road surface to be consolidated with cracked stone, gravel and sand surfacing. Also once again here there is the problem of grass and foliage growing up from the steep drops and gullies on the offside - this is typical of practically all the curves on the descent of Oivi Ridge, and as previously mentioned the removing of this hazard will add much to the safety of the road.

Section 33-34 (length 29 yards) At (34) a sharp blind right hand corner induced by heavy foliage growing from offside gully, see above for remedy. The corner can only be widened and made less severe by digging back the nearside bank this is of a concave shape as at (31) and I don't think that anything can be done in the way of great improvement on this

type of corner.

Section 34-35 (length 7 yards). Bridge at (35) is totally obstructed by foliage and sharpness of the turn until right upon it. Some warning sign essential here. Bridge at (35) 5 large bearers resting in earth - offside bearer is rotting from underneath and needs immediate replacement. 24 cross members support 2 double width and double length tracks of maraden matting. The bridge is about a small creek and in its present state I would hesitate to call it safe, at least not until the rotting bearer is replaced.

Section 35-36 (length 40 yards). This section of road is quite wide but the surface is rough and uneven - well defined wheel tracks of cracked stone followed by gravel and sand are needed here.

Section 36-37 (length 62 yards) At (36) the road narrows and forms a blind corner - nearside bank to be cut back all the way to (37) this will ease the blind corner and also make the road wider. There are also in this section a number of wheel ruts which are to be filled in, and the surface evened out with gravel.

Section 37-38 (length 45 yards). At (37) a sharp right hand curve rendered blind by the grass and foliage growing up from the offside gully - see previous sections regarding comment on this condition. The turn at (37) needs graveling and elimination of muddy wheel ruts - these are very bad on the turn and in this section and would be far worse in wet weather, control of a vehicle can easily be lost in these conditions. From the turn, the road onto (38) is quite wide but rough in spots and on the whole needs evening out and surfacing with gravel.

Section 38-39 (length 95 yards). At (38) blind corner nearside bank to be cut back - cracked stone to be laid on the furn followed by gravel and sand surfacing. Remainder of the road section is greasy in parts being composed of red clay - cracked stone needed to form wheel tracks followed by gravel and sand - otherwise the road in this section is quite wide.

Section 39-40 (length 84 yards) Blind corner at (39) nearside bank to be cut away - road surface on the turn quite fair but could use some more gravel and sand. There is a hump forming in the middle of the tracks caused by constant use and sinking of the wheel tracks, this can be rectified either by shovelling away the hump or raising up the tracks - in this case as the wheel tracks seem fairly well consolidated I suggest the former. Road takes a sweeping right hand curve on which clear vision is once again obstructed by grass and foliage growing up on the offside.

Constructors in this section have made some attempt at draining of the rain water by cutting drains on the offside of the road which flow into the gullies. This does not appear to be very effective however as the road is slightly sloped towards the nearside bank and away from the drains. Stone consolidation is needed at (40).

Section 40-41 (length 44 yards). Wheel tracks at the start of this section have sunk below the level of the centre of the road and as they do not seem stable suggest they be built up with cracked stone. There is a blind corner at (41) and the removal of the rear side offending bank will take quite a bit of work owing to its size. Road surface on the turn is rough and needs grading and filling with gravel, also wheel ruts need eliminating.

Section 41-42 (length 110 yards) Some very deep wheel tracks in this section which need filling with cracked stone. In this section there is quite a steep drop on the offside and some form of safety fence or bank is needed or otherwise road must be well banked so that it slope towards the nearside bank.

Also in this section at a point I have marked (41a) the road is very narrow even made more so by the fact that the offside edge is giving way this will need to be repaired and contained possibly by cement and chicken wire binding. From (41) till (45) there is this constant very steep unprotected drop on the offside.

Section 42-43 (length 40 yards) Surface of this section needs filling with cracked stones gravel and sand - also provision of adequate drainage is essential as most of the poor condition of the road surface appears to be caused by running water. Road needs widening at (43) and some safety precautions against the steep offside drop. The nearside bank is quite high and will require a considerable amount of diagging - however this is essential not only in widening the road but also in eliminating the blind corner at (43).

Section 43-44 (length 53 yards) Wheel ruts forming in surface at (44) very slippery surface on turn, there is no stone here at all and combined with the steep offside drop makes this a very treacherous point.

Also at (44) there is a drain contained in drums which flows under the road - is far too narrow in this section and needs to be widened.

Section 44-45 (length 60 yards) Once more a very steep drop on the offside about 60 feet - road surface slippery and very dangerous when wet. Surface of the turn needs cracked stone, gravel and sand spread on top.

Report on nearside Bank at (45). This section of the road presents a real problem. The bank is very steep and has about 60 feet of denuded earth before the tree line starts with approximately the same depth of drop into the gully on the offside of the road. At present the width of road from the base of the bank to the edge of the drop is 12 feet. The surface of the road is only loosely spread with gravel and becomes very slippery in the wet weather. The bank is very steeply sloped and difficult to climb being surfaced with loose gravel.

On the top of the bank the trees should be cut back

and this will be a big job as they are all matted together - there are also a number of larger trees which also should be removed. It appears to be evidence of previous landslides from this bank as many of the trees are showing exposed roots.

As the road at this point definitely needs to be widened, the problem is how to cut into the bank without causing a landslide, however if this is unavoidable, it would be far better to cause a controlled landslide, even though this might mean blocking the road for a week, than for a slide to occur while a vehicle is on the road.

The composition of the bank is loose gravel mixed with clay, after the tree line is reached there is about a foot of soil.

It may be possible to dynamite the bank as otherwise there is a great deal of digging to be done.

Section 45-46 (length 71 yards). Quite a wide section but the surface is rough and water eroded - needs cracked stone to form wheel tracks followed by gravel and sand surfacing.

Section 46-47 (length 99 yards). This section patchy and very rough in parts. In some sections there are stones in others none. There are a lot of wheel ruts very deep and muddy and a lot of cracked stone is needed here to repair the road surface. At (47) bank to be cut away to give better visibility on the corner.

Section 47-48 (length 58 yards). Cracked stone needed on this section for construction of well defined wheel tracks. Wheel ruts to be filled in and road surfaced with gravel and sand. This section is quite wide although the sheer drop on the offside is still present.

Section 48-49 (length 106 yards). Road narrows extremely at (48) and cracked stone is needed in the wheel tracks, followed by gravel and stone. Road to be widened by cutting well back into the nearside bank.

Section 49-50 (length 69 yards). Some cracked stone is needed for the wheel tracks in this section and grass and foliage on the nearside to be cut back - but on the whole not a bad

section.

Section 50-51 (length 106 yards) Very deep and muddy wheel ruts to be filled in and replaced by cracked stone wheel tracks. At present the road surface consists of mud and soft clay and is very slippery - the wheel ruts in this section are the worst on the whole road and needs a lot of cracked stone and a lot of consolidating work. The corner at (51) is blind and nearside bank is to be cut back.

Section 51-52 (length 42 yards). Sharp right hand bend leading on to bridge at (52). Bridge is obscured by tall grass - grass to be cut back and warning signs erected. The corner can be made less severe by cutting into the nearside bank which is of concave shape - but I think only a small amount of improvement will result.

Bridge at (52) 3 large bearers supporting 10 cross members about 4 feet above a small creek. The cross members carry 2 single strips of marden matting which are inadequate as they do not cover the whole length of the bridge and consequently there remains a bump at either end.

Timbers used in the bridge are quite solid and some recent maintenance has been put into the structure, which I would class as quite safe but needing two more pieces of marden matting.

Section 52-53 (length 62 yards) From (52) to end of Oivi Ridge section the grass has been cut and the effect is really startling and I feel justifies my previous criticism of over growing grass. The road is well defined and easy to follow.

Section 53-54 (length 163 yards) Another good section where the grass has been cut down only bad piece in this section is a blind corner at (54) Nearside bank to be cut away and as it is composed of earthy clay should not present much difficulty.

Section 54-55 (length 231 yards) A long section of good road. From (52) to (55) would undoubtedly be the best road in the Oivi Ridge section.

Section 55-56 (length 18 yards). The last section surveyed is a shallow ford. The water is not swift running and only about nine inches deep. The bottom surface of the ford is gravel and quite firm.

Both the approaches into the ford are too steep and need to be dug back further along the roads to lessen the slope.

<u>Lengths of Bridges:</u>	<u>Actual Length Present Structure</u>	<u>Suggested length for repair or replacement.</u>
Bridge at (1)	16 feet	18 feet
Bridge at (15)	12 feet	14 feet
Bridge at (17)	10 feet	12 feet
Bridge at (21)	10 feet	12 feet
Bridge at (35)	19 feet	21 feet
Bridge at (52)	13 feet	15 feet

I have allowed an extra 2 feet on top of the present lengths of the bridges so as to give a firm base on which to plant transverse abutments. This will then give better support to the main bearers than is possible at present. As stated in the individual reports on each bridge they are all at present in a usable condition, some in fact are quite good, but in the general overall plan for improvement of this section of the Kekoda - Ilimo road I suggest that they all be eventually replaced with more permanent structures, needing little or no maintenance.

Report on Contractors Engaged on Oivi Ridge.

Contractors:- Ambo of Hamana village.
Nevelari of Hamana village
Muncho of Sisereta village.

Equipment:-

- 3 Longhandled Shovels.
- 2 Short Spades
- 1 7 lb Hammer.
- 2 2 lb Hammer.
- 1 Axe.
- 1 Crowbar.
- 1 Pick.
- 2 Mattocks.
- 2 Bushknives 16"
- 1 Cross cut Saw.

The contractors start work at 7.00 a.m and work till 12 noon after an hours break for lunch they start work at 1.00 p.m and finish at 4.00 pm. There is a house on the top of Oivi Ridge which the contractors use as sleeping quarters. However one of the contractors Muncho prefers to go to his village, Sisereta, each night, about half an hours walk. I had no objection to this as during the period of survey he reported back ready for work at 6.00 am. Behind the contractor's house there is a garden in which Taro, yams, and sweet potato are grown. Both Ambo and Novolari have families at Kokoda, and they are rather dissatisfied with having to leave their families for each week. They finish work on Oivi Ridge on Friday afternoon and report to Kokoda on Saturday morning where they work till 12' noon on alletted duties.

I was approached by Ambo regarding amount of pay received which they considered inadequate. This request I passed on to the A.D.O together with my recommendation, and he has since raised the pay by variation of the contract from £6 per month to £7 per month. This increase applies not only to the contractors engaged on Oivi Ridge but also to those employed on the Nambaré and Iora sections, and I feel has greatly strengthened their morale.

The contractors undoubtedly put a lot of effort and work into maintenance of the Oivi Ridge road but I feel that a great deal of this effort is unfortunately wasted. This is mainly

because the contractors have no plan to work from and seem to repair little pieces of the road here and there without any co-ordination. This is clearly evident from the number of times they have placed crack stone in one wheel track and yet left the other track without any attention even though it is equally as bad as the one repaired. This perhaps shows a lack of common sense but shows even a greater need for some guiding plan which will put their efforts to good use.

The second factor resulting in wasted effort is the lack of materials namely cracked stone, gravel and sand. This can in no way be blamed upon the contractors as there is very little readily available, Material on the site. There is some gravel and stone in the ford at the end of the section but this represents 2 miles walk to the start of the ridge and is totally impracticable. There is also some stone mixed with clay in the road banks but this is very sparse and requires a lot of effort to extract.

The contractors informed me that the government tractor used to cart stones for them; However for some time now the tractor has been out of commission with mechanical trouble and so the stone supply has ceased.

It is quite evident that the contractors need a constant supply of stone to improve this road, and this supply should be shortly resumed as the tractor will be then back in commission.

As a result of this survey the ridge has been pegged in sections and together with a master map of the ridge showing sections and road conditions, which is held at the office, a programme can be drawn up which will remedy most of the wasted effort.

I suggest that this plan also be supplemented by visits from station Officers to the ridge to ensure that instructions are understood and are being executed - these visits could be either fortnightly or monthly.

Report on Grass Cutting on Oivi Ridge.

The contractors have told me that they do not cut any grass and that this is the work of the Sisereta people who do it on Fridays mornings as their contribution to Government Work. At this rate it takes about three weeks to cut all the grass on Oivi Ridge as they are also responsible for further sections both before and after the Oivi Ridge section.

These people did cut grass while I was doing the survey, but the condition and height of the grass indicated to me that they had been rather lax in the past in this regard, and I think it was only my presence in the area that turned on a show of activity.

Report on Council Tractor Using Oivi Ridge:

The Ilimo Native Local Government Council owns a tractor which is garaged at Kokoda Station and which makes a trip every Saturday to Ajeka and back on Sunday.

These trips are passenger trips in which fare paying passengers are carried in a trailer. Weight of Tractor plus trailer unladen is 3 tons this would be closer to four tons when laden. The weight of this vehicle coupled with the size and type of rear tyres is responsible for much of the poor condition of the road. Soft surfaces which would carry ~~it~~ a landrover adequately are totally ripped up and large wheel ruts are left remaining - this occurs on return journey and fresh wheel ruts result. I am not saying the tractor is the only cause of wheel ruts, but it is by far the greatest offender.

I realise that the tractor trip is important both for council income and taxpayers convenience - apart from the question of morale in letting the people see their tractor, but I would be pleased to see these trips postponed for some time to enable a solid surface to be put on the road. Otherwise we seem to be fighting an endless battle.

Report on Oivi Ridge Section Kokoda - Ilimo Road

Survey by Cadet Patrol Officer. J. Irwin during the period 27th May 1960 to 4th June 1960.

Acting upon patrol instructions received, copy of which is attached, I proceeded by Landrover from Kokoda to Oivi Ridge and there set up a base camp on the top of the ridge from which to carry out the following survey.

The start of the ridge section is marked by a bridge and I have started numbering the sections from this point, finishing at a ford marking the end of the Oivi Ridge.

Report on Sections:

Bridge at (1) In this bridge there are five large wooden bearers approximately 18 inches thick and although they are starting to rot on the outside of this diameter their centres appeared upon examination to be quite solid. The bearers support 14 new cross members which in turn carry two single strips of warden matting forming wheel lanes. The bridge is not level and tilts to the right about 5 degrees, and although recent maintenance has made it quite safe I suggest, that in the overall plan for improvement of this section of the road, it be replaced.

Section 1-2 (length 1/2 yards) Only a short section in which the road is too narrow and badly overgrown. The left hand or nearside bank to be cut back and grass and foliage cut down and controlled - this will make the approach to the bridge at (1) much safer.

Section 2-3 (length 22 yards) Also only a short section but due to overgrowing grass and overhanging foliage the bridge at (1) cannot be seen when approaching from the Ilimo end of the road, even though the length of this section is only one chain. The road is quite wide enough at this point to lend itself to improvements but until this is done and the grass kept down will remain accident prone section.

Section 3-4 (length 35 yards). From (3) the road climbs slightly and curves to arrive at (4) in practically a blind corner, the road is far too narrow but this can be remedied without a great deal of effort by cutting back the nearside bank. Also although some gravel has been laid on the road it is in insufficient quantities and as been laid indiscriminately in only one wheel track, consequently the offside wheel track would be very slippery in wet weather - partly due to water running down the incline through lack of adequate drainage, and even more so to the dripping and seepage of the overhead foliage. More crushed stone is needed here to consolidate the wheel tracks and an effort made to keep grass and foliage out back and under control.

Section 4-5 (length 53 yards) Quite a reasonable section, fairly straight and having a good surface. However the width of the road is deceptive as it is heavily overgrown, once again the problem here is one of keeping grass under control.

Section 5-6 (length 18 yards) A short curvy section requiring a little bank cutting and a lot of grass cutting. Surface although covered with stones needs smoothing out and rolling as these are quite rough enough to throw a vehicle temporarily out of control.

Section 6-7 (length 37 yards) A short straight section in quite reasonable condition, surface a bit rough and could be improved with grading and smoothing.

Section 7-8 (length 64 yards) A good section with a good surface offering good adhesion - only criticism of this section being the overgrowth of grass.

Section 8-9 (length 21 yards) This section has a good surface but at (9) a small waterway runs across the road. I suggest that this be contained in drums or a pipe and run underneath the road - this would then give good drainage at this point.

Section 9-10 (length 77 yards) Good visibility and

has sunk down. The surface is quite greasy and requires filling with crushed stone and then ^{- 3 -}smoothing out with gravel and sand. quite a good surface on this fairly long section. Bank at (10) could be cut back to give a better view at and around the corner but as it stands at present it is not unsafe.

Section 10-11 (length 74 yards) Contractors working on this section at time of survey - conditions here were improving under their efforts. The road is not narrow but at (11) the corner is blind for a certain time - the offending bank however seems to present no difficulty in removing and if this were done the road could almost be made straight with no corner. The nearside wheel track on the corner is at present bad, being pure clay and very slippery even after a slight fall of rain. Wheel track needs to be well defined with crushed stone here.

Section 11-12 (length 29 yards) A short section with a slow curve into a rather narrow bridge over a causeway at (12). This causeway can be improved by the use of drums to contain the waterflow and also by building up the road where it has sunk down. The surface is quite greasy and requires filling with crushed stone and then smoothing out with gravel and sand.

Section 12-13 (length 75 yards) A reasonably safe section - straight well defined and with a non-slippery surface. However in the surface there are a number of small holes and depressions - rather like pot-holes which need to be filled in and levelled out.

Section 13-14 (length 41 yards) This section although straight is quite bad large muddy wheel tracks filled with water are in evidence, the nearside track has been partially filled with sharp stones, this seems to have been done quite recently, however nothing has been done to improve the offside wheel track and as this is very muddy and slippery the effect of the stones in the nearside track is nullified. Also I would say that the stones used on this section have not been crushed enough as they are quite large and could easily cause a tyre failure - the road at this section is quite wide enough to lend itself to great improvements.

Section 14-15 (length 187 yards) Twenty yards from (14) a small culvert covered by five logs lying transverse to the road. I suggest here that two strips of marden matting be secured across the culvert and running parallel with the wheel tracks. This will make the crossing of the culvert much smoother. The road at this point drops slightly to the right and needs building up on that side. A part from the foregoing remarks (14-15) is a long section of quite safe road.

Section 15-16 (length 112 yards) Bridge at (15) the sight of which is partially obscured by the tall grass growing between the wheel tracks - this condition of bridges is typical of nearly every bridge on the Kokoda - Ilimo road and not only of the Oivi Ridge section - it is essential that the grass be kept out at these points. The bearers of the bridge at (15) are three large diameter logs which like those of the bridge already described at (1) are rotting at the outside extremities although their area are solid. Thirteen cross members are carried by the 3 bearers and these support 2 single lanes of marden matting, of these the nearside strip is rusted and breaking up at the end. I could not see any transverse abutments for the bearers and they appear to rest straight onto the clay banks of the creek. The two outside bearers of the bridge are solid and do not appear to have moved - however the centre bearer has sunk into the clay about 3 inches and consequently only 7 of the 13 cross members are supported by all 3 of the bridge bearers. This bridge has had some recent maintenance and although it is not unsafe, neither is it in A1 condition. The same remarks as made on bridge (1) regarding its replacement also apply here.

However in the meantime immediate maintenance would be the replacing of the marden matting and the raising of the centre bearer to a point where all the bearers are carrying an equal load.

The road section (15-16) is long and quite safe my only criticism being the grass problem - this may perhaps be more noticeable to me being on foot than it would be to the

driver of a vehicle, nevertheless it is highly desirable that it be kept under control - not only on the section under survey but over the length of the entire road - this is made very difficult owing lack of labour and other commitments, the answer may be found in experimenting with poison, grass killer or overplanting with some form of vegetation that does not grow to any great height.

Section 16-17 (length 40 yards). From (16) the road rises slightly turns to the right and then without warning and in the space of 15 yards is on a bridge at (17). Although the road itself is quite safe the bridge at (17) almost totally obscured by tall grass presents a real danger to anyone not knowing the road. I suggest here apart from the essential cutting of the grass, that some warning sign be prominently displayed along the road well back from the bridge - these could be easily made and in fact used for other dangerous sections such as sharp curves or steep grades.

Section 17-18 (length 190 yards). I have no criticisms regarding the actual bridge at (17) - being constructed of six heavy bearers - none of which are yet rotting as in the previously mentioned bridges. These bearers support 10 across members all sound, these carry two strips of marden matting forming the wheel tracks. The whole structure of the bridge is quite sound.

After leaving the bridge at (17) the road is wide quite flat and with a good surface until it reaches (18)

Section 18-19 (length 38 yards). At (18) there is a continual pool of water lying on the nearside track and sometimes extending right across the road. This pool is approximately six feet long a three inches deep and recedes with the amount of rainfall. It is caused by a low lying piece of ground on the nearside which serves as a catchment area and is always full of water.

Although at present the quantity of water upon the road is insufficient to be regarded as dangerous, but as it tends to keep this section of road continually soggy and muddy

I suggest that the area of water be drained off under neath the road, this could easily be done. The road then climbs slightly to a left hand curve at (19). The road here is quite wide and the curve is not blind, but the surface of the road is not good. Although there is plenty of stone on the surface it has been laid without proper cracking and consequently is very rough. I suggest here that the stone be further cracked and then covered with gravel then sand, after this the whole surface needs rolling.

Section 19-20 (length 74 yards). This section generally overgrown and even now, at time of survey, after a least four days without rain the tracks are muddy and soft, this would become much worse after heavy rain. Wheel tracks to be consolidated first with cracked stone, followed by gravel and sand. Also something needs doing to control the grass problem.

Section 20-21 (length 31 yards). Road rough in places with large outcrops of stones - these to be cracked up and dispersed along the wheel tracks at (21) a bridge consisting of two unsecured strips of marden matting lying on earth and stones which have covered up the bearers. This is only a short bridge of 12 feet long, but it needs rebuilding so that the bearers are visible, as it is now being covered by earth it is impossible to tell the condition of these bearers. The bridge is well obscured by grass growing both between the wheel tracks on both approaches and also between the strips of marden matting on the bridge itself.

Section 21-22 (length 43 yards). The road contractors were also working on this section of the road at the time of survey, and as before appear to be filling in only one track, this as pointed out is ineffectual.

At (22) a small culvert crosses the road and is bridged by two logs lying transverse to the road, this needs a covering of two strips of marden matting lying parallel with the wheel

tracks to eliminate the present hump.

Section 22-23 (length 49 yards). The road turns to the right and starts to climb. The turn at the bottom of the hill is quite muddy and slippery - this needs consolidating with cracked stones, gravel and finally a surfacing of sand. The remainder of this section is quite fair:

Section 23-24 (length 51 yards). At (23) a blind corner at which the nearside bank is to be cut back. Surface of the turn is not good and requires a cracked stone filling, gravel then sand surfacing. The remainder of this section needs smoothing out or grading as the wheel tracks contain a number of rough spots.

Section 24-25 (length 25 yards). At (24) the road narrows over a culvert and the ground on both sides of the road drops away sharply. This will take some building up but the depth is only about 3 feet-suggest here in the meantime that some indication as to the width of the road be given by markers, also some form of safety fence or bank between (24) and (25) on both sides of the road. The surface of the culvert is earth which completely covers the original log covering.

Section 25-26 (length 44 yards). At (25) another culvert also rather narrow and completely covered by earth - road to be widened here by building up on each side. The road then climbs and gravelled but slightly rough surface to (26) - surface needs grading to iron out rough spots.

Section 26-27 (length 36 yards). At (26) nearside bank to be cut back to allow better visibility at the corner. Road surface of this sections needs gravelling and sand surfacing.

Section 27-28 (length 53 yards) This section has a very bad surface - being muddy with large wheel ruts - needs a base of cracked stone in the wheel tracks followed by gravel and sand surfacing. Grass needs cutting on either side of the road. The road rises only slightly to (28) but in its present slippery and muddy condition offers great resistance, to vehicular traction.

Section 28-29 (length 201 yards) This is a good straight section with a good surface even though it is not

gravelled. The road is on top of the ridge and well drained but could be improved with graveling and cutting down of the grass. This section finished at the house occupied by the Oivi Ridge contractors, and from this point the road starts to descend.

Section 29-30 (length 14 yards) Short section from contractors house to start of descent blind corner at (30) bank on nearside to be cut back here, bank is quite high but consists mainly of loamy of loamy clay and should present no difficulty in removing. The surface of road on the turn is quite good.

Section 30-31 (length 45 yards) Blind corner at (31) bank to be cut away on nearside - road surface needs cracked stone in the wheel tracks, gravel and sand.

Section 31-32 (length 27 yards). Sharp right hand corner, vision obstructed by tall grass and foliage, once this removed a clear vision of the approaching road and corner will be available. The road is also very narrow and by cutting further back into the concave nearside bank, both the corner can be made less sharp and the road wider.

Section 32-33 (length 22 yards). Sharp blind left hand corner with a rough and muddy road surface. Nearside bank to be cut away wheel ruts to be eliminated and road surface to be consolidated with cracked stone, gravel and sand surfacing. Also once again here there is the problem of grass and foliage growing up from the steep drops and gullies on the offside - this is typical of practically all the curves on the descent of Oivi Ridge, and as previously mentioned the removing of this hazard will add much to the safety of the road.

Section 33-34 (length 29 yards) At (34) a sharp blind right hand corner induced by heavy foliage growing from offside gully, see above for remedy. The corner can only be widened and made less severe by digging back the nearside bank this is of a concave shape as at (31) and I don't think that anything can be done in the way of great improvement on this

type of corner.

Section 34-35 (length 7 yards). Bridge at (35) is totally obstructed by foliage and sharpness of the turn until right upon it. Some warning sign essential here. Bridge at (35) 5 large bearers resting in earth - offside bearer is rotting from underneath and needs immediate replacement. 24 cross members support 2 double width and double length tracks of mareden matting. The bridge is about a small creek and in its present state I would hesitate to call it safe, at least not until the rotting bearer is replaced.

Section 35-36 (length 40 yards). This section of road is quite wide but the surface is rough and uneven - well defined wheel tracks of cracked stone followed by gravel and sand are needed here.

Section 36-37 (length 62 yards) At (36) the road narrows and forms a blind corner - nearside bank to be cut back all the way to (37) this will ease the blind corner and also make the road wider. There are also in this section a number of wheel ruts which are to be filled in, and the surface evened out with gravel.

Section 37-38 (length 45 yards). At (37) a sharp right hand curve rendered blind by the grass and foliage growing up from the offside gully - see previous sections regarding comment on this condition. The turn at (37) needs gravelling and elimination of muddy wheel ruts - these are very bad on the turn and in this section and would be far worse in wet weather, control of a vehicle can easily be lost in these conditions. From the turn, the road onto (38) is quite wide but rough in spots and on the whole needs evening out and surfacing with gravel.

Section 38-39 (length 95 yards). At (38) blind corner nearside bank to be cut back - cracked stone to be laid on the turn followed by gravel and sand surfacing. Remainder of the road section is greasy in parts being composed of red clay - cracked stone needed to form wheel tracks followed by gravel and sand - otherwise the road in this section is quite wide.

Section 39-40 (length 84 yards) Blind corner at (39) nearside bank to be cut away - road surface on the turn quite fair but could use some more gravel and sand. There is a hump forming in the middle of the tracks caused by constant use and sinking of the wheel tracks, this can be rectified either by shovelling away the hump or raising up the tracks - in this case as the wheel tracks seem fairly well consolidated I suggest the former. Road takes a sweeping right hand curve on which clear vision is once again obstructed by grass and foliage growing up on the offside.

Constructors in this section have made some attempt at draining of the rain water by cutting drains on the offside of the road which flow into the gullies. This does not appear to be very effective however as the road is slightly sloped towards the nearside bank and away from the drains. Stone consolidation is needed at (40).

Section 40-41 (length 44 yards). Wheel tracks at the start of this section have sunk below the level of the centre of the road and as they do not seem stable suggest they be built up with cracked stone. There is a blind corner at (41) and the removal of the rearside offending bank will take quite a bit of work owing to its size. Road surface on the turn is rough and needs grading and filling with gravel, also wheel ruts need eliminating.

Section 41-42 (length 110 yards) Some very deep wheel tracks in this section which need filling with cracked stone. In this section there is quite a steep drop on the offside and some form of safety fence or bank is needed or otherwise road must be well banked so that it slopes towards the nearside bank.

Also in this section at a point I have marked (41a) the road is very narrow even made more so by the fact that the offside edge is giving way this will need to be repaired and contained possibly by cement and chicken wire binding. From (41) till (45) there is this constant very steep unprotected drop on the offside.

Section 42-43 (length 40 yards) Surface of this section needs filling with cracked stones gravel and sand - also provision of adequate drainage is essential as most of the poor condition of the road surface appears to be caused by running water. Road needs widening at (43) and some safety precautions against the steep offside drop. The nearside bank is quite high and will require a considerable amount of dragging - however this is essential not only in widening the road but also in eliminating the blind corner at (43).

Section 43-44 (length 55 yards) Wheel ruts forming in surface at (44) very slippery surface on turn, there is no stone here at all and combined with the steep offside drop makes this a very treacherous point.

Also at (44) there is a drain contained in drums which flows under the road - is far too narrow in this section and needs to be widened.

Section 44-45 (length 60 yards) Once more a very steep drop on the offside about 60 feet - road surface slippery and very dangerous when wet. Surface of the turn needs cracked stone, gravel and sand spread on top.

Report on nearside Bank at (45). This section of the road presents a real problem. The bank is very steep and has about 6) feet of denuded earth before the tree line starts with approximately the same depth of drop into the gully on the offside of the road. At present the width of road from the base of the bank to the edge of the drop is 12 feet. The surface of the road is only loosely spread with gravel and becomes very slippery in the wet weather. The bank is very steeply sloped and difficult to climb being surfaced with loose gravel.

On the top of the bank the trees should be cut back

and this will be a big job as they are all matted together - there are also a number of larger trees which also should be removed. There appears to be evidence of previous landslides from this bank as many of the trees are showing exposed roots.

As the road at this point definitely needs to be widened, the problem is how to cut into the bank without causing a landslide, however if this is unavoidable, it would be far better to cause a controlled landslide, even though this might mean blocking the road for a week, than for a slide to occur while a vehicle is on the road.

The composition of the bank is loose gravel mixed with clay, after the tree line is reached there is about a foot of soil.

It may be possible to dynamite the bank as otherwise there is a great deal of digging to be done.

Section 45-46 (length 71 yards). Quite a wide section but the surface is rough and water eroded - needs cracked stone to form wheel tracks followed by gravel and sand surfacing.

Section 46-47 (length 99 yards) This section patchy and very rough in parts. In some sections there are stones in others none. There are a lot of wheel ruts very deep and muddy and a lot of cracked stone is needed here to repair the road surface. At (47) bank to be cut away to give better visibility on the corner.

Section 47-48 (length 58 yards) Cracked stone needed on this section for construction of well defined wheel tracks. Wheel ruts to be filled in and road surfaced with gravel and sand. This section is quite wide although the sheer drop on the offside is still present.

Section 48-49 (length 106 yards) Road narrows extremely at (48) and cracked stone is needed in the wheel tracks, followed by gravel and stone. Road to be widened by cutting well back into the nearside bank.

Section 49-50 (length 69 yards). Some cracked stone is needed for the wheel tracks in this section and grass and foliage on the nearside to be cut back - but on the whole not a bad

section.

Section 50-51 (length 106 yards) Very deep and muddy wheel ruts to be filled in and replaced by cracked stone wheel tracks. At present the road surface consists of mud and soft clay and is very slippery - the wheel ruts in this section are the worst on the whole road and needs a lot of cracked stone and a lot of consolidating work. The corner at (51) is blind and nearside bank is to be cut back.

Section 51-52 (length 42 yards). Sharp right hand bend leading on to bridge at (52). Bridge is obscured by tall grass - grass to be cut back and warning signs erected. The corner can be made less severe by cutting into the nearside bank which is of concave shape - but I think only a small amount of improvement will result.

Bridge at (52) 3 large bearers supporting 10 cross members about 4 feet above a small creek. The cross members carry 2 single strips of mareden matting which are inadequate as they do not cover the whole length of the bridge and consequently there remains a bump at either end.

Timbers used in the bridge are quite solid and some recent maintenance has been put into the structure, which I would class as quite safe but needing two more pieces of mareden matting.

Section 52-53 (length 62 yards) From (52) to end of Oivi Ridge section the grass has been cut and the effect is really startling and I feel justifies my previous criticism of over growing grass. The road is well defined and easy to follow.

Section 53-54 (length 163 yards) Another good section where the grass has been cut down only bad piece in this section is a blind corner at (54) Nearside bank to be cut away and as it is composed of earthy clay should not present much difficulty.

Section 54-55 (length 231 yards) A long section of good road. From (52) to (55) would undoubtedly be the best road in the Oivi Ridge section.

Section 55-56 (length 18 yards). The last section surveyed is a shallow ford. The water is not swift running and only about nine inches deep. The bottom surface of the ford is gravel and quite firm.

Both the approaches into the ford are too steep and need to be dug back further along the roads to lessen the slope.

<u>Lengths of Bridges:</u>	<u>Actual Length Present Structure</u>	<u>Suggested length for repair or replacement.</u>
Bridge at (1)	16 feet	18 feet
Bridge at (15)	12 feet	14 feet
Bridge at (17)	10 feet	12 feet
Bridge at (21)	10 feet	12 feet
Bridge at (35)	19 feet	21 feet
Bridge at (52)	13 feet	15 feet

I have allowed an extra 2 feet on top of the present lengths of the bridges so as to give a firm base on which to plant transverse abutments. This will then give better support to the main bearers than is possible at present. As stated in the individual reports on each bridge they are all at present in a usable condition, some in fact are quite good, but in the general overall plan for improvement of this section of the Kohoda - Ilimo road I suggest that they all be eventually replaced with more permanent structures, needing little or no maintenance.

Report on Contractors Engaged on Oivi Ridge.

Contractors:- Ambe of Hamara village.
Hovelari of Hamama village
Munche of Sisereta village.

Equipments:-

- 3 Longhandled Shovels.
- 2 Short Spades
- 1 7 lb Hammer.
- 2 2 lb Hammer.
- 1 Axe.
- 1 Crowbar.
- 1 Pick.
- 2 Mattocks.
- 2 Bushknives 16"
- 1 Cross cut Saw.

The contractors start work at 7.00 a.m and work till 12 noon after an hours break for lunch they start work at 1.00 p.m and finish at 4.00 pm. There is a house on the top of Oivi Ridge which the contractors use as sleeping quarters. However one of the contractors Muncho prefers to go to his village, Sisereta, each night, about half an hours walk. I had no objection to this as during the period of survey he reported back ready for work at 6.00 am. Behind the contractor's house there is a garden in which Taro, yams, and sweet potato are grown. Both Ambo and Hovelari have families at Kokoda, and they are rather dissatisfied with having to leave their families for each week. They finish work on Oivi Ridge on Friday afternoon and report to Kokoda station on Saturday morning where they work till 12' noon on allotted duties.

I was approached by Ambo regarding amount of pay received which they considered inadequate. This request I passed on to the A.D.O together with my recommendation, and he has since raised the pay by variation of the contract from £6 per month to £7 per month. This increase applies not only to the contractors engaged on Oivi Ridge but also to those employed on the Mambare and Iora sections, and I feel has greatly strengthened their morale.

The contractors undoubtedly put a lot of effort and work into maintenance of the Oivi Ridge road but I feel that a great deal of this effort is unfortunately wasted. This is mainly

because the contractors have no plan to work from and seem to repair little pieces of the road here and there without any co-ordination. This is clearly evident from the number of times they have placed crack stone in one wheel track and yet left the other track without any attention even though it is equally as bad as the one repaired. This perhaps shows a lack of common sense but shows even a greater need for some guiding plan which will put their efforts to good use.

The second factor resulting in wasted effort is the lack of materials namely cracked stone, gravel and sand. This can in no way be blamed upon the contractors as there is very little readily available, material on the site. There is some gravel and stone in the ford at the end of the section but this represents 2 miles walk to the start of the ridge and is totally impracticable. There is also some stone mixed with clay in the road banks but this is very sparse and requires a lot of effort to extract.

The contractors informed me that the government tractor used to cart stones for them; However for some time now the tractor has been out of commission with mechanical trouble and so the stone supply has ceased.

It is quite evident that the contractors need a constant supply of stone to improve this road, and this supply should be shortly resumed as the tractor will be then back in commission.

As a result of this survey the ridge has been pegged in sections and together with a master map of the ridge showing sections and road conditions, which is held at the office, a programme can be drawn up which will remedy most of the wasted effort.

I suggest that this plan also be supplemented by visits from station Officers to the ridge to ensure that instructions are understood and are being executed - these visits could be either fortnightly or monthly.

Report on Grass Cutting on Oivi Ridge.

The contractors have told me that they do not cut any grass and that this is the work of the Sisereta people who do it on Fridays mornings as their contribution to Government Work. At this rate it takes about three weeks to cut all the grass on Oivi Ridge as they are also responsible for further sections both before and after the Oivi Ridge section.

These people did cut grass while I was doing the survey, but the condition and height of the grass indicated to me that they had been rather lax in the past in this regard, and I think it was only my presence in the area that turned on a show of activity.

Report on Council Tractor Using Oivi Ridge.

The Ilimo Native Local Government Council owns a tractor which is garaged at Kokoda Station and which makes a trip every Saturday to Ajeka and back on Sunday.

These trips are passenger trips in which fare paying passengers are carried in a trailer. Weight of Tractor plus trailer unladen is 3 tons this would be closer to four tons when laden. The weight of this vehicle coupled with the size and type of rear tyres is responsible for much of the poor condition of the road. Soft surfaces which would carry a landrover adequately are totally ripped up and large wheel ruts are left remaining - this occurs on return journey and fresh wheel ruts result. I am not saying the tractor is the only cause of wheel ruts, but it is by far the greatest offender.

I realise that the tractor trip is important both for council income and taxpayers convenience - apart from the question of morale in letting the people see their tractor, but I would be pleased to see these trips postponed for some time to enable a solid surface to be put on the road. Otherwise we seem to be fighting an endless battle.

Report on Oivi Ridge Section Kokoda - Ilimo Road

Survey by Cadet Patrol Officer. J. Irwin during the period 27th May 1960 to 4th June 1960.

Acting upon patrol instructions received, copy of which is attached, I proceeded by Landrover from Kokoda to Oivi Ridge and there set up a base camp on the top of the ridge from which to carry out the following survey.

The start of the ridge section is marked by a bridge and I have started numbering the sections from this point, finishing at a ford marking the end of the Oivi Ridge.

Report on Sections:

Bridge at (1) In this bridge there are five large wooden bearers approximately 18 inches thick and although they are starting to rot on the outside of this diameter their centres appeared upon examination to be quite solid. The bearers support 14 new cross members which in turn carry two single strips of mardesin matting forming wheel lanes. The bridge is not level and tilts to the right about 5 degrees, and although recent maintenance has made it quite safe I suggest, that in the overall plan for improvement of this section of the road, it be replaced.

Section 1-2 (length 14 yards) Only a short section in which the road is too narrow and badly overgrown. The left hand or nearside bank to be cut back and grass and foliage cut down and controlled - this will make the approach to the bridge at (1) much safer.

Section 2-3 (length 22 yards) Also only a short section but due to overgrowing grass and overhanging foliage the bridge at (1) cannot be seen when approaching from the Ilimo end of the road, even though the length of this section is only one chain: The road is quite wide enough at this point to lend itself to improvements but until this is done and the grass kept down will remain accident prone section.

Section 3-4 (length 38 yards). From (3) the road climbs slightly and curves to arrive at (4) in practically a blind corner, the road is far too narrow but this can be remedied without a great deal of effort by cutting back the nearside bank. Also although some gravel has been laid on the road it is in insufficient quantities and as been laid indiscriminately in only one wheel track, consequently the offside wheel track would be very slippery in wet weather - partly due to water running down the incline through lack of adequate drainage, and even more so to the dripping and seepage of the overhead foliage. More crushed stone is needed here to consolidate the wheel tracks and an effort made to keep grass and foliage cut back and under control.

Section 4-5 (length 53 yards) Quite a reasonable section, fairly straight and having a good surface. However the width of the road is deceptive as it is heavily overgrown, once again the problem here is one of keeping grass under control.

Section 5-6 (length 18 yards) A short curvy section requiring a little bank cutting and a lot of grass cutting. Surface although covered with stones needs smoothing out and rolling as these are quite rough enough to throw a vehicle temporarily out of control.

Section 6-7 (length 37 yards) A short straight section in quite reasonable condition, surface a bit rough and could be improved with grading and smoothing.

Section 7-8 (length 64 yards) A good section with a good surface offering good adhesion - only criticism of this section being the overgrowth of grass.

Section 8-9 (length 21 yards) This section has a good surface but at (9) a small waterway runs across the road. I suggest that this be contained in drums or a pipe and run underneath the road - this would then give good drainage at this point.

Section 9-10 (length 77 yards) Good visibility and

quite a good surface on this fairly long section. Bank at (10) could be cut back to give a better view at and around the corner but as it stands at present it is not unsafe.

Section 10-11 (length 74 yards) Contractors working on this section at time of survey - conditions here were improving under their efforts. The road is not narrow but at (11) the corner is blind for a certain time - the offending bank however seems to present no difficulty in removing and if this were done the road could almost be made straight with no corner. The nearside wheel track on the corner is at present bad, being pure clay and very slippery even after a slight fall of rain. Wheel track needs to be well defined with crushed stone here.

Section 11-12 (length 29 yards) A short section with a slow curve into a rather narrow bridge over a causeway at (12). This causeway can be improved by the use of drums to contain the waterflow and also by building up the road where it has sunk down. The surface is quite greasy and requires filling with crushed stone and then smoothing out with gravel and sand.

Section 12-13 (length 76 yards) A reasonably safe section - straight well defined and with a non-slippery surface. However in the surface there are a number of small holes and depressions - rather like pot-holes which need to be filled in and levelled out.

Section 13-14 (length 42 yards) This section although straight is quite bad large muddy wheel tracks filled with water are in evidence, the nearside track has been partially filled with sharp stones, this seems to have been done quite recently, however nothing has been done to improve the offside wheel track and as this is very muddy and slippery the effect of the stones in the nearside track is nullified. Also I would say that the stones used on this section have not been crushed enough as they are quite large and could easily cause a tyre failure - the road at this section is quite wide enough to lend itself to great improvements.

Section 14-15 (length 187 yards) Twenty yards from (14) a small culvert covered by five logs lying transverse to the road. I suggest here that two strips of marden matting be secured across the culvert and running parallel with the wheel tracks. This will make the crossing of the culvert much smoother. The road at this point drops slightly to the right and needs building up on that side. A part from the foregoing remarks (14-15) is a long section of quite safe road.

Section 15-16 (length 112 yards) Bridge at (15) the sight of which is partially obscured by the tall grass growing between the wheel tracks - this condition of bridges is typical of nearly every bridge on the Kokoda - Ilimo road and not only of the Ojyi Ridge section - it is essential that the grass be kept cut at these points. The bearers of the bridge at (15) are three large diameter logs which like those of the bridge already described at (1) are rotting at the outside extremities although their area are solid. Thirteen cross members are carried by the 3 bearers and these support 2 single lanes of marden matting, of these the nearside strip is rusted and breaking up at the end. I could not see any transverse abutments for the bearers and they appear to rest straight onto the clay banks of the creek. The two outside bearers of the bridge are solid and do not appear to have moved - however the centre bearer has sunk into the clay about 3 inches and consequently only 7 of the 13 cross members are supported by all 3 of the bridge bearers. This bridge has had some recent maintenance and although it is not unsafe, neither is it in A1 condition. The same remarks as made on bridge (1) regarding its replacement also apply here.

However in the meantime immediate maintenance would be the replacing of the marden matting and the raising of the centre bearer to a point where all the bearers are carrying an equal load.

The road section (15-16) is long and quite safe my only criticism being the grass problem - this may perhaps be more noticeable to me being on foot than it would be to the

driver of a vehicle, nevertheless it is highly desirable that it be kept under control - not only on the section under survey but over the length of the entire road - this is made very difficult owing lack of labour and other commitments, the answer may be found in experimenting with poison, grass killer or overplanting with some form of vegetation that does not grow to any great height.

Section 16-17 (length 40 yards). From (16) the road rises slightly turns to the right and then without warning and in the space of 15 yards is on a bridge at (17). Although the road itself is quite safe the bridge at (17) almost totally obscured by tall grass presents a real danger to anyone not knowing the road. I suggest here apart from the essential cutting of the grass, that some warning signs be prominently displayed along the road well back from the bridge - these could be easily made and in fact used for other dangerous sections such as sharp curves or steep grades.

Section 17-18 (length 190 yards). I have no criticisms regarding the actual bridge at (17) - being constructed of six heavy bearers - none of which are yet rotting as in the previously mentioned bridges. These bearers support 10 across members all sound, these carry two strips of mardden matting forming the wheel tracks. The whole structure of the bridge is quite sound.

After leaving the bridge at (17) the road is wide quite flat and with a good surface until it reaches (18)

Section 18-19 (length 38 yards). At (18) there is a continual pool of water lying on the nearside track and sometimes extending right across the road. This pool is approximately six feet long a three inches deep and recerious with the amount of rainfall. It is caused by a low lying piece of ground on the nearside which serves as a catchment area and is always full of water.

Although at present the quantity of water upon the road is insufficient to be regarded as dangerous, but as it tends to keep this section of road continually soggy and muddy

I suggest that the area of water be drained off under neath the road, this could easily be done. The road then climbs slightly to a left hand curve at (19). The road here is quite wide and the curve is not blind, but the surface of the road is not good. Although there is plenty of stone on the surface it has been laid without proper cracking and consequently is very rough. I suggest here that the stone be further cracked and then covered with gravel then sand, after this the whole surface needs rolling.

Section 19-20 (length 74 yards). This section generally overgrown and even now, at time of survey, after at leest four days without rain the tracks are muddy and soft, this would become much worse after heavy rain. Wheel tracks to be consolidated first with cracked stone, followed by gravel and sand. Also something needs doing to control the grass problem.

Section 20-21 (length 31 yards). Road rough in places with large outcrops of stones - these to be cracked up and dispersed along the wheel tracks at (21) a bridge consisting of two unsecured strips of marsden matting lying on earth and stones which ^{have} covered up the bearers. This is only a short bridge of 12 feet long, but it needs rebuilding so that the bearers are visible- as it is now being covered by earth it is impossible to tell the condition of these bearers. The bridge is well obscured by grass growing both between the wheel tracks on both approaches and also between the strips of marsden matting on the bridge itself.

Section 21-22 (length 43 yards). The road contractors were also working on this section of the road at the time of survey, and as before appear to be filling in only one track, this as pointed out is ineffectual.

At (22) a small culvert crosses the road and is bridged by two logs lying transverse to the road, this needs a covering of two strips of marsden matting lying parallel with the wheel

tracks to eliminate the present hump.

Section 22-23 (length 49 yards). The road turns to the right and starts to climb. The turn at the bottom of the hill is quite muddy and slippery - this needs consolidating with cracked stones, gravel and finally a surfacing of sand. The remainder of this section is quite fair:

Section 23-24 (length 51 yards). At (23) a blind corner at which the nearside bank is to be cut back. Surface of the turn is not good and requires a cracked stone filling, gravel then sand surfacing. The remainder of this section needs smoothing out or grading as the wheel tracks contain a number of rough spots.

Section 24-25 (length 25 yards). At (24) the road narrows over a culvert and the ground on both sides of the road drops away sharply. This will take some building up but the depth is only about 3 feet-suggest here in the meantime that some indication as to the width of the road be given by markers, also some form of safety fence or bank between (24) and (25) on both sides of the road. The surface of the culvert is earth which completely covers the original log covering.

Section 25-26 (length 44 yards). At (25) another culvert also rather narrow and completely covered by earth - road to be widened here by building up on each side. The road then climbs and gravelled but slightly rough surface to (26) - surface needs grading to iron out rough spots.

Section 26-27 (length 36 yards). At (26) nearside bank to be cut back to allow better visibility at the corner. Road surface of this sections needs gravelling and sand surfacing.

Section 27-28 (length 53 yards) This section has a very bad surface - being muddy with large wheel ruts - needs a base of cracked stone in the wheel tracks followed by gravel and sand surfacing. Grass needs cutting on either side of the road. The road rises only slightly to (28) but in its present slippery and muddy condition offers great resistance, to vehicular traction.

Section 28-29 (length 201 yards) This is a good straight section with a good surface even though it is not

gravelled. The road is on top of the ridge and well drained but could be improved with gravelling and cutting down of the grass. This section finished at the house occupied by the Oivi Ridge contractors, and from this point the road starts to descend.

Section 29-30 (length 14 yards) Short section from contractors house to start of descent blind corner at (30) bank on nearside to be cut back here, bank is quite high but consists mainly of loamy of loamy clay and should present no difficulty in removing. The surface of road on the turn is quite good.

Section 30-31 (length 45 yards) Blind corner at (31) bank to be cut away on nearside - road surface needs cracked stone in the wheel tracks, gravel and sand.

Section 31-32 (length 27 yards). Sharp right hand corner, vision obstructed by tall grass and foliage, once this removed a clear vision of the approaching road and corner will be available. The road is also very narrow and by cutting further back into the concave nearside bank, both the corner can be made less sharp and the road wider.

Section 32-33 (length 22 yards). Sharp blind left hand corner with a rough and muddy road surface. Nearside bank to be cut away wheel ruts to be eliminated and road surface to be consolidated with cracked stone, gravel and sand surfacing. Also once again here there is the problem of grass and foliage growing up from the steep drops and gullies on the offside - this is typical of practically all the curves on the descent of Oivi Ridge, and as previously mentioned the removing of this hazard will add much to the safety of the road.

Section 33-34 (length 29 yards) At (34) a sharp blind right hand corner induced by heavy foliage growing from offside gully, see above for remedy. The corner can only be widened and made less severe by digging back the nearside bank this is of a concave shape as at (31) and I don't think that anything can be done in the way of great improvement on this

type of corner.

Section 34-35 (length 7 yards). Bridge at (35) is totally obstructed by foliage and sharpness of the turn until right upon it. Some warning sign essential here. Bridge at (35) 5 large bearers resting in earth - offside bearer is rotting from underneath and needs immediate replacement. 24 cross members support 2 double width and double length tracks of maraden matting. The bridge is about a small creek and in its present state I would hesitate to call it safe, at least not until the rotting bearer is replaced.

Section 35-36 (length 40 yards). This section of road is quite wide but the surface is rough and uneven- well defined wheel tracks of cracked stone followed by gravel and sand are needed here.

Section 36-37 (length 62 yards) At (36) the road narrows and forms a blind corner - nearside bank to be cut back all the way to (37) this will ease the blind corner and also make the road wider. There are also in this section a number of wheel ruts which are to be filled in, and the surface evened out with gravel.

Section 37-38 (length 45 yards). At (37) a sharp right hand curve rendered blind by the grass and foliage growing up from the offside gully - see previous sections regarding comment on this condition. The turn at (37) needs gravelling and elimination of muddy wheel ruts - these are very bad on the turn and in this section and would be far worse in wet weather, control of a vehicle can easily be lost in these conditions. From the turn, the road onto (38) is quite wide but rough in spots and on the whole needs evening out and surfacing with gravel.

Section 38-39 (length 95 yards). At (38) blind corner nearside bank to be cut back - cracked stone to be laid on the turn followed by gravel and sand surfacing. Remainder of the road section is greasy in parts being composed of red clay- cracked stone needed to form wheel tracks followed by gravel and sand - otherwise the road in this section is quite wide.

Section 39-40 (length 84 yards) Blind corner at (39) nearside bank to be cut away - road surface on the turn quite fair but could use some more gravel and sand. There is a hump forming in the middle of the tracks caused by constant use and sinking of the wheel tracks, this can be rectified either by shovelling away the hump or raising up the tracks - in this case as the wheel tracks seem fairly well consolidated I suggest the former. Road takes a sweeping right hand curve on which clear vision is once again obstructed by grass and foliage growing up on the offside.

Constructors in this section have made some attempt at draining of the rain water by cutting drains on the offside of the road which flow into the gullies. This does not appear to be very effective however as the road is slightly sloped towards the nearside bank and away from the drains. Stone consolidation is needed at (40).

Section 40-41 (length 44 yards). Wheel tracks at the start of this section have sunk below the level of the centre of the road and as they do not seem stable suggest they be built up with cracked stone. There is a blind corner at (41) and the removal of the rear side offending bank will take quite a bit of work owing to its size. Road surface on the turn is rough and needs grading and filling with gravel, also wheel ruts need eliminating.

Section 41-42 (length 110 yards) Some very deep wheel tracks in this section which need filling with cracked stone. In this section there is quite a steep drop on the offside and some form of safety fence or bank is needed or otherwise road must be well banked so that it slopes towards the nearside bank.

Also in this section at a point I have marked (41a) the road is very narrow even made more so by the fact that the offside edge is giving way this will need to be repaired and contained possibly by cement and chicken wire binding. From (41) till (45) there is this constant very steep unprotected drop on the offside.

Section 42-43 (length 40 yards) Surface of this section needs filling with cracked stones gravel and sand - also provision of adequate drainage is essential as most of the poor condition of the road surface appears to be caused by running water. Road needs widening at (43) and some safety precautions against the steep offside drop. The nearside bank is quite high and will require a considerable amount of diagging - however this is essential not only in widening the road but also in eliminating the blind corner at (43).

Section 43-44 (length 53 yards) Wheel ruts forming in surface at (44) very slippery surface on turn, there is no stone here at all and combined with the steep offside drop makes this a very treacherous point.

Also at (44) there is a drain contained in drums which flows under the road - is far too narrow in this section and needs to be widened.

Section 44-45 (length 60 yards) Once more a very steep drop on the offside about 60 feet - road surface slippery and very dangerous when wet. Surface of the turn needs cracked stone, gravel and sand spread on top.

Report on nearside Bank at (45). This section of the road presents a real problem. The bank is very steep and has about 60 feet of denuded earth before the tree line starts with approximately the same depth of drop into the gully on the offside of the road. At present the width of road from the base of the bank to the edge of the drop is 12 feet. The surface of the road is only loosely spread with gravel and becomes very slippery in the wet weather. The bank is very steeply sloped and difficult to climb being surfaced with loose gravel.

On the top of the bank the trees should be cut back

and this will be a big job as they are all matted together - there are also a number of larger trees which also should be removed. There appears to be evidence of previous landslides from this bank as many of the trees are showing exposed roots.

As the road at this point definitely needs to be widened, the problem is how to cut into the bank without causing a landslide, however if this is unavoidable, it would be far better to cause a controlled landslide, even though this might mean blocking the road for a week, than for a slide to occur while a vehicle is on the road.

The composition of the bank is loose gravel mixed with clay, after the tree line is reached there is about a foot of soil.

It may be possible to dynamite the bank as otherwise there is a great deal of digging to be done.

Section 45-46 (length 71 yards). Quite a wide section but the surface is rough and water eroded - needs cracked stone to form wheel tracks followed by gravel and sand surfacing.

Section 46-47 (length 99 yards) This section patchy and very rough in parts. In some sections there are stones in others none. There are a lot of wheel ruts very deep and muddy and a lot of cracked stone is needed here to repair the road surface. At (47) bank to be cut away to give better visibility on the corner.

Section 47-48 (length 58 yards) Cracked stone needed on this section for construction of well defined wheel tracks. Wheel ruts to be filled in and road surfaced with gravel and sand. This section is quite wide although the sheer drop on the offside is still present.

Section 48-49 (length 106 yards) Road narrows extremely at (48) and cracked stone is needed in the wheel tracks, followed by gravel and stone. Road to be widened by cutting well back into the nearside bank.

Section 49-50 (length 69 yards). Some cracked stone is needed for the wheel tracks in this section and grass and foliage on the nearside to be cut back - but on the whole not a bad

section.

Section 50-51 (length 106 yards) Very deep and muddy wheel ruts to be filled in and replaced by cracked stone wheel tracks. At present the road surface consists of mud and soft clay and is very slippery - the wheel ruts in this section are the worst on the whole road and needs a lot of cracked stone and a lot of consolidating work. The corner at (51) is blind and nearside bank is to be cut back.

Section 51-52 (length 42 yards). Sharp right hand bend leading on to bridge at (52). Bridge is obscured by tall grass - grass to be cut back and warning signs erected. The corner can be made less severe by cutting into the nearside bank which is of concave shape - but I think only a small amount of improvement will result.

Bridge at (52) 3 large bearers supporting 10 cross members about 4 feet above a small creek. The cross members carry 2 single strips of mardden matting which are inadequate as they do not cover the whole length of the bridge and consequently there remains a bump at either end.

Timbers used in the bridge are quite solid and some recent maintenance has been put into the structure, which I would class as quite safe but needing two more pieces of mardden matting.

Section 52-53 (length 62 yards) From (52) to end of Oivi Ridge section the grass has been cut and the effect is really startling and I feel justifies my previous criticism of over growing grass. The road is well defined and easy to follow.

Section 53-54 (length 163 yards) Another good section where the grass has been cut down only bad piece in this section is a blind corner at (54) Nearside bank to be cut away and as it is composed of earthy clay should not present much difficulty.

Section 54-55 (length 231 yards) A long section of good road. From (52) to (55) would undoubtedly be the best road in the Oivi Ridge section.

Section 55-56 (length 18 yards). The last section surveyed is a shallow ford. The water is not swift running and only about nine inches deep. The bottom surface of the ford is gravel and quite firm.

Both the approaches into the ford are too steep and need to be dug back further along the roads to lessen the slope.

<u>Lengths of Bridges:</u>	<u>Actual Length Present Structure</u>	<u>Suggested length for repair or replacement.</u>
Bridge at (1)	16 feet	18 feet
Bridge at (15)	12 feet	14 feet
Bridge at (17)	10 feet	12 feet
Bridge at (21)	10 feet	12 feet
Bridge at (35)	19 feet	21 feet
Bridge at (52)	13 feet	15 feet

I have allowed an extra 2 feet on top of the present lengths of the bridges so as to give a firm base on which to plant transverse abutments. This will then give better support to the main bearers than is possible at present. As stated in the individual reports on each bridge they are all at present in a usable condition, some in fact are quite good, but in the general overall plan for improvement of this section of the Kokoda - Ilimo road I suggest that they all be eventually replaced with more permanent structures, needing little or no maintenance.

Report on Contractors Engaged on Oivi Ridge.

Contractors:- Ambo of Hamara village.
Hovelari of Hamara village
Muncho of Sisereta village.

there is a garden in which Taro, yams, and sweet potato are grown. Equipment Both Ambo and Novelari have families at Kokoda,

- 3 Longhandled Shovels.
- 2 Short Spades
- 1 7 lb Hammer.
- 2 2 lb Hammer.
- 1 AXE.
- 1 Crowbar.
- 1 Pick.
- 2 Mattocks.
- 2 Bushknives 16"
- 1 Cross cut Saw.

The contractors start work at 7.00 a.m and work till 12 noon after an hours break for lunch they start work at 1.00 p.m and finish at 4.00 pm. There is a house on the top of Oivi Ridge which the contractors use as sleeping quarters. However one of the contractors Muncho prefers to go to his village, Bisereta, each night, about half an hours walk. I had no objection to this as during the period of survey he reported back ready for work at 6.00 am. Behind the contractor's house there is a garden in which Taro, yams, and sweet potato are grown. Both Ambo and Novelari have families at Kokoda, and they are rather dissatisfied with having to leave their families for each week. They finish work on Oivi Ridge on Friday afternoon and report to Kokoda station on Saturday morning where they work till 12' noon on allotted duties.

I was approached by Ambo regarding amount of pay received which they considered inadequate. This request I passed on to the A.D.O together with my recommendation, and he has since raised the pay by variation of the contract from £6 per month to £7 per month. This increase applies not only to the contractors engaged on Oivi Ridge but also to those employed on the Mambare and Iora sections, and I feel has greatly strengthened their morale.

The contractors undoubtedly put a lot of effort and work into maintenance of the Oivi Ridge road but I feel that a great deal of this effort is unfortunately wasted. This is mainly

because the contractors have no plan to work from and seem to repair little pieces of the road here and there without any co-ordination. This is clearly evident from the number of times they have placed crack stone in one wheel track and yet left the other track without any attention even though it is equally as bad as the one repaired. This perhaps shows a lack of common sense but shows even a greater need for some guiding plan which will put their efforts to good use.

The second factor resulting in wasted effort is the lack of materials namely cracked stone, gravel and sand. This can in no way be blamed upon the contractors as there is very little readily available, Material on the site. There is some gravel and stone in the ford at the end of the section but this represents 2 miles walk to the start of the ridge and is totally impracticable. There is also some stone mixed with clay in the road banks but this is very sparse and requires a lot of effort to extract.

The contractors informed me that the government tractor used to cart stones for them, However for some time now the tractor has been out of commission with mechanical trouble and so the stone supply has ceased.

It is quite evident that the contractors need a constant supply of stone to improve this road, and this supply should be shortly resumed as the tractor will be then back in commission.

As a result of this survey the ridge has been pegged in sections and together with a master map of the ridge showing sections and road conditions, which is held at the office, a programme can be drawn up which will remedy most of the wasted effort.

I suggest that this plan also be supplemented by visits from station Officers to the ridge to ensure that instructions are understood and are being executed - these visits could be either fortnightly or monthly.

Report on Grass Cutting on Oivi Ridge.

The contractors have told me that they do not cut any grass and that this is the work of the Sisereta people who do it on Fridays mornings as their contribution to Government work. At this rate it takes about three weeks to cut all the grass on Oivi Ridge as they are also responsible for further sections both before and after the Oivi Ridge section.

These people did cut grass while I was doing the survey, but the condition and height of the grass indicated to me that they had been rather lax in the past in this regard, and I think it was only my presence in the area that turned on a show of activity.

Report on Council Tractor Using Oivi Ridge:

The Ilimo Native Local Government Council owns a tractor which is garaged at Kokoda Station and which makes a trip every Saturday to Ajeka and back on Sunday.

These trips are passenger trips in which fare paying passengers are carried in a trailer. Weight of Tractor plus trailer unladen is 3 tons this would be closer to four tons when laden. The weight of this vehicle coupled with the size and type of rear tyres is responsible for much of the poor condition of the road. Soft surfaces which would carry a landrover adequately are totally ripped up and large wheel ruts are left remaining - this occurs on return journey and fresh wheel ruts result. I am not saying the tractor is the only cause of wheel ruts, but it is by far the greatest offender.

I realize that the tractor trip is important both for council income and taxpayers convenience - apart from the question of morale in letting the people see their tractor, but I would be pleased to see these trips postponed for some time to enable a solid surface to be put on the road. Otherwise we seem to be fighting an endless battle.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of NORTHERN Report No. 1-60/61

Patrol Conducted by J. J. G. IRWIN CPO KOKODA

Area Patrolled LOWER AND UPPER CHIRIMA VALLEY

Patrol Accompanied by Europeans NIL

Natives FIVE

Duration—From 7 / 9 / 60 to 15 / 9 / 60

Number of Days FIVE

Did Medical Assistant Accompany YES J. GAUBERT AND KOKODA

Last Patrol to Area by—District Services 15 / 12 / 19 59

Medical FERRING / 19 60

Map Reference

Objects of Patrol LOWER CHIRIMA - CENSUS, TAE COLLECTING, MEDICAL INSPECTION.

UPPER CHIRIMA - MEDICAL INSPECTION OF PEOPLE AND VILLAGES.

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

/ /19

District Commissioner

Amount Paid for War Damage Compensation	£.....
Amount Paid from D.N.E. Trust Fund	£.....
Amount Paid from P.E.D.P. Trust Fund

Village Populati

Year..... 1960

VILLAGE	DATE OF CENSUS	Births		DEATHS														MIGRA		
				0-1 Month		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth	In			
		M	F	M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	
KANCA	7/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2
SEIBA	8/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KARUKABU	9/9/60	-	2	-	1	1	-	-	-	-	-	-	-	1	1	-	-	-	-	1
ASINBA	9/9/60	1	5	-	-	-	-	-	-	-	-	-	-	-	1	-	-	5	4	-
SAMANA	10/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KOROGO	10/9/60	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	7	5	4
BUNE	10/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
TOTAL.		1	7	-	1	1	1	-	1	-	-	-	-	1	2	-	13	9	14	

Population Register

Area Patrolled..... LOWER CHIRIMA......

No.	Males		ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES			TOTALS (Excluding Absentee)				GRAND TOTAL			
	AT WORK		STUDENTS				Males		Females		Pregnant	Number of Child Bearing Age	Average Size of Family	Child		Adults					
	Out	Inside District	Outside District		Govt.		Mission		10-16	16-45				10-16	16-45	M	F		M	F	M + F
2	-	2	-	-	-	-	-	-	-	3	10	1	7	-	5	2	4	-	11	12	29
-	-	1	-	-	-	-	-	-	-	2	4	3	4	-	3	2.6	1	7	5	5	19
11	1	12	3	2	-	1	-	11	10	11	36	13	30	2	28	2.1	13	12	25	28	117
-	-	-	-	2	-	-	-	13	7	8	21	7	26	2	20	1.3	12	12	22	30	98
-	-	1	-	2	-	-	-	1	-	2	15	5	12	-	14	1.0	2	6	14	16	42
4	2	-	-	1	-	-	-	1	1	5	18	5	13	-	13	2.0	11	8	19	16	57
9	12	This village now abandoned everyone has migrated out														111					
14	15	15	3	7	-	1	-	26	18	31	104	34	92	4	83	1.8	43	45	96	107	362

30-1-3

Sub-District Office,
KOKODA,
Northern District.

16th October, 1960.

The District Officer
Northern District,
ROFONDETTA.

PATROL REPORT. 1-60/61.

CHIRIMA VALLEY.

The opportunity to send Mr. Irwin out with Dr. Gaunede, and combine census with the popular functions of P.H.D., was too tempting to pass. Mr Irwin also had a rare opportunity to profit from the doctors bushcraft.

You will note that the patrol was a one way one, passing through the Chirima Valley to Waitape from where the conducting officers and the valuable gear was flown Waitape - Moresby - Kokoda while the police walked back consuming excess rations on the way. One prisoner came with them.

As to the reports:

1. I can not approve of excusing Orokaivas from carrying on the first leg of this patrol on the grounds that they become easily disgruntled. Since no arbitrary power to compel the exists, I will see that the advantages of assisting patrol teams are made clear to them.
2. On the latrine question, my information is that all chirimas are masters of passive resistance and are helped by the rarity of patrols. It is doubtful if ever the villages are regularly used.
3. I recommend that SO - GABE be replaced by TIORO SURE. By the comments in the village book this is overdue.
4. Another view is that this sort of situation inevitably resolves itself with the cash nexus, and the proven advantage of fixed cash crop gardens on a system of communications for obtaining the good things of life. Kokoda September annual report is relevant.
5. A police escort will be supplied for drug convoys as often as this proves necessary. Dr Gaunede has been informed.
6. In my annual report 60/61 I have considered giving the Chirima, Biage and Wawanga people the kind of special treatment that some returned soldiers are getting. Agric extension would not be very profitable in the Chirima as things are because the distances involved, but I do not doubt that a demand for manufactured goods will soon develop, and all else will follow.

I do not think that patrol was unduly hasty; seven complete days were spent reviewing a population of only 362. No amount of time in villages, of course, is wasted - but on this patrol time must be balanced against weight of rations carried over precipitous and leech infested tracks at great altitudes.

Finally, I am very pleased with this useful and well reported patrol.

.....
(C.V. Single.)
Assistant District Officer.

1-60/67
DIARY OF PATROL 5-20/60

Chirim Valley Area

Officer Conducting: J.J.B. Irwin CPO Kokoda, in company with T. Gurnede AND Kokoda.

September 7th.

Wednesday. Carriers from the Orokaiva villages of Kokoda, Pirive, Soga and Kopara were assembled at the station by previous arrangement and the patrol left by tractor-trailer for the Koro River at 8am. Left Koro River at 9.15am and arrived at Kanga at 11.15am. This is only a small village situated some 200 yards to the right of the main track. On lining for census it was found that most of the young men were absent from the village, being employed by Maba Estates Ltd. Tax was collected and the people medically inspected by Dr. Gurnede who found them in good health.

The village on inspection proved to be clean and tidy all rubbish being disposed over a steep cliff. The village constable was told to build one new latrine. A new rest house and barracks had been built for which ten sticks of tobacco were given in appreciation. A large quantity of food was brought for the carriers and after paying £3 to VC. Muga for wages due the patrol left at 1 pm.

Arrived at Seiba at 6.30 pm after a long hard carry the track being very troublesome owing to exposed tree roots which slowed down progress considerably, leeches also very prevalent. The people from Seiba were advised of our pending arrival by runner and had hot food waiting for the carriers.

September 8th.

Thursday. Seven of the Orokaiva carriers disgruntled and complaining and although well paid and fed refused to carry any further, this was a little difficult as Seiba village is not large enough to supply carriers, however they could offer a number of small boys who managed to do the job.

It would appear wise not to use Orokaiva carriers on future patrols in this area, if at all possible as they are evidently not up to the work involved. The village was inspected and needed cleaning, particularly as there was a lot of pig excreta lying around the houses. Three new latrines were ordered to supplement the existing two which were in poor condition. The general custom of the Chirim villages is to have only two latrines per village one for all the men and one for women, as far as possible it was tried to bring them more into line with other villages in the Sub-District where there is one latrine to each house.

The village is in the throes of preparing for a feast to take place towards the end of October, large quantities of stored food were in evidence. Census was taken but no tax collected as the only eligible tax payer was working at Maba Estates Ltd.

Dr. Gurnede medically inspected and found all in good health. VC. Kuru paid £3 for wages due and the patrol left at 10 am.

Two hours walk brought us to Karukaru rest house which is on the main track but about half a mile from the village which is situated off the track to the right. The VC. was not present at first and the few inhabitants we encountered seemed reluctant to take us to the village saying that previous patrols had carried out their business from the rest house, notwithstanding I inspected the village and found that approx 80% of the population were absent, living in their bush gardens, this included the councillor. By this time the village constable Tatafi had made his appearance and stated that he was very annoyed with his people. He had told them that the patrol was coming and that they were to stay in the village but they had not listened to him and had gone off to their gardens. He wanted them sent to Kokoda for court.

VC ^{Kamo} Tatafi was told to call the people back to the village but when after 2 hours only a small number had returned I left instructions that everyone from Karukaru was to line at Asinba at 8 am on the following morning. The village was quite clean as was the rest house, VC Tatafi told to have three new latrines dug. The patrol left at 2 pm and arrived after, an easy walk, at Asinba rest house at 3.30 pm.

Made camp at the rest house which is next to the Government Aid Post and on the opposite side of the Asinba River to the village. Dr. Gansede and myself inspected the aid post which is staffed by two orderlies from Kokoda and found it to be clean and efficient, but running very low on drugs etc. ~~THESE~~

Neither the Asinba village constable nor the councillor reported to the patrol as the bridge over the Asinba River was broken and they had just started to repair it. Constable Nomata and myself saw the river to arrange for food to be brought to the carriers this was furnished later in the day.

During the evening Dr Gansede and I visited George the Catholic Mission teacher who is in charge of the school at Asinba.

September 9th.

Friday. All the people from Karukaru duly arrived at the rest house early this morning, census was taken and tax collected. There were no complaints laid and I then gave the gathering a lecture on their obligations to future patrols. 17 carriers were provided and a large quantity of food had been brought from Karukaru for their use. People medically inspected—health good.

Asinba village then visited and people lined for census and medical inspection. The village had an air of being hastily cleaned and I have every reason to believe that it remains only as a front for patrols visiting the area, on all other occasions the inhabitants prefer to dwell in the bush. Village constable So-Gabe paid £3 for wages due then suspended from duty and replaced by Tiere Soete subject to confirmation by A.D.O. Kokoda. (See notes on Native Affairs) A number of villagers treated for infected sores and told by the AMO that the Aid Post was for their benefit and entreated them to make better use of it. The remainder of the day was spent at the rest house in compiling census figures balancing cash etc and also just generally conversing with the people.

September 10th.

Saturday. Patrol left Aisaba at 9 am accompanied by a number of VCs who had arrived during the night. After $\frac{3}{4}$ hours walk on a graded but very narrow track we reached another typical Chirima village-Samma which is situated on top of a steep rise about half a mile to the right of the main track.

All the people were present for census and tax collecting which went smoothly enough except that there did not appear to be very much money in the village. Consequently a number were unable to pay tax but these were quite willing to carry for the patrol and in that way earn the necessary money. Two boys from Sanna sent to Kokoda to carry medicines for the aid post. Dr. Gannade found the people in a fair state of health with no disease. £3 paid to VC. Ise for wages due and the patrol left for Korogo at 10.30 am.

Arrived at Korogo after a comfortable walk on a well graded mile track the result of Catholic Mission influence in the area. As well as the Korogo people being present those from Bure were also present with a request to migrate in as there was now only a couple of families left. Carriers sent on to Bure with the police at 12.0 o'clock. Census was taken for Korogo village first and every one was present, Korogo people said they had no money for tax but after being drafted into the carrier line money started to appear and all tax was paid. Census was then taken of Bure Village and the Korogo records adjusted to note the influx. Village inspected and found reasonably clean, two new latrines to be built. £3 to each VC Korea of Korogo and VC Isore of Bure for wages due. After medical inspection by Dr. Gannade we left Korogo at 1.30 pm.

The old village of Bure reached after an hours walk on a very heavily leech infested track. Bure is situated on the banks of the Bure Creek and is completely deserted, the rest house is falling down and the whole area heavily overgrown. VC Isore instructed to maintain the rest house as it provides a very convenient camping place.

Under the recently re-constituted district boundaries Bure Creek marks the limit of Kokoda jurisdiction, the upper Chirima Valley being controlled from Wotape, however it had been previously decided that it was essential for a European officer to accompany the remainder of the patrol, even though it was of a purely medical nature owing to the extreme difficulty experienced in obtaining carriers in this area on earlier patrols.

The patrol crossed the Bure Creek by means of broken bridge and shortly arrived at the fast flowing Chirima River crossing over another precarious bridge. An exhausting climb for the remainder of the afternoon brought us to Bofu rest house at 6.30 pm arriving in torrential rain and biting cold, the altitude being approx 6,000' ASL. Village constable away in the bush but people eventually brought food for the carrier line.

September 11th.

Sunday. VC appeared this morning and told to line all the people for medical inspection which was carried out by Dr. Gannade and the medical orderly

some infected sores were treated on the spot but the health was generally fair.

A large quantity of food was purchased for salt which is more valuable to these people than money. Spent till 2 pm resting the carriers then moved off to Evesa.

Arrived at Evesa at 4.30 pm after once again being caught in very heavy rain. Also much colder here and height approx 7,000' ASL. Magnificent view down the Chirima Valley. V6 Biri very helpful and quickly produced hot food for the carriers.

September 12th.

Monday. Evesa people lined for medical inspection and proved to be a large village, everyone in good health. Left Evesa at 10 am. and arrived Garima at 1.30 pm including spells. Some very stiff climbs on this leg and also very picturesque scenery as we moved along the northern side of the valley. Iongai can be seen on the southern side. Dr. Gaunede carried ^{out} medical inspection of the people from Se, Fere and Genara who had gathered at Garima, this finished at 3.30 pm and we made camp for the night. Village constable Kawa extremely helpful as were the councillors and are evidently strong characters among their people. Arrested one Aivutu of Garima in connection with alleged theft at Kokoda and brought him back to the station for trial.

September 13th.

Tuesday. Left Garima at 9 am and arrived Kopuku at 11 am. Descended steep grade from Garima to cross Chirima River and climbed steeply to the Kopuku rest house, detouring en route to visit the sawmill operated by the Catholic Mission and powered by the Chirima River, also to get the key to the mission rest house on top of Murray Pass. At Kopuku people from the villages of Kuma, Kikori, Go, Balavisa, Singo and Iorabile had gathered for medical inspection, all were found to be in a fair state of health but a number were treated with penicillin for infected sores. Left Kopuku at 1.30 pm for Iongai rest house which we reached at 2.30 pm after an easy walk on an excellent mule track. This track runs the whole length of the upper Chirima Valley on the southern side, crosses the Owen Stanley Range at Murray Pass and on into Waitape.

Iongai rest house is located quite close to the Catholic Mission station and consequently the surrounding grounds have become quite churned up with the mission cows and horses. People from Miri, Waiwa and Kufa came to Iongai for medical inspection and once again no serious trouble was found with the exception of infected sores which were treated on the spot.

September 14th.

Wednesday. Left Iongai at 8 am after collecting mission mail for posting at Waitape. Arrived at mission rest house on top of Murray Pass at 3 pm. altitude 9,500' ASL. There are no villages between Iongai and Murray Pass.

September 15th.

Thursday. Left Murray Pass at 8 am and still on mule track descended to ~~Waitape~~ Waitape

(5)

to Weitape altitude 5,000' ASL. Carriers paid off and fed. Return to Keke a was effected by air.

Patrol completed.

Carrier Changes

Orekniva	Kokoda	to	Seiba
Orekniva) Chirima	Seiba	to	Asinba
Chirima	Asinba	to	Bofu
Chirima	Bofu	to	Iongai
IMAGIX	Iongai	to	Weitape

Appendix to Patrol Reports

Native Affairs

The main problem confronting D.N.A. in this region appears to be the inherent dislike of most of the people to live in their villages, and preferring rather to carry on their existence in their bush gardens, which for the most part are widely scattered and practically inaccessible to patrols as they are usually two to three days walk from the villages and dotted around the very high and heavily overgrown ranges. Both the old post orderlies and mission teacher at Astaha report that it is the accepted thing for the people to congregate in the villages when a patrol is coming and after its departure to disperse back to the hills and their gardens. Thus it appears that any influence the patrol brings to the village is short lived. The only answer I can think of to this is more frequent patrolling of this particular area to instill into the people that the government is here to stay and is always here, not just something which appears once or twice a year and interrupts their primitive routine.

This ~~unpleasant~~ state of affairs is not true of all the villages in the Okirua Valley but is particularly so with Karukaru, Astaha and ~~Imanga~~ ~~Sama~~, which are the three largest villages under Kokoda jurisdiction in this valley. The villages of Kanga and Sedra are closer to the station and seem to be more aware of government influence. Kanga in particular is closely intergrated with Maba Restos Idi, and most of the young men are employed some way or another in the production of rubber. At the other end of the valley Korogo also a large village seems to more under the influence of the Catholic Mission at Longai and consequently not so nomadic in their habits. It seems to be only in the small pocket towards the centre of the lower Okirua Valley that the state of reasonable civilization which is enjoyed by the remainder of the sub-district has not made itself felt. One of the most notable indications being that despite the intense cold of the area the people wear the heaviest mixture of clothing even when a patrol is present.

Concerning the move by the people of Bure into Korogo as this concerned only twenty people most of whom ~~are~~ relatives at Korogo no objection was seen to their migration in.

In spite of the foregoing remarks however the people seem contented and peaceful enough and only one complaint concerning auxiliary was brought to the patrol, the validity of this seemed doubtful as all those who were named in the ~~Imanga~~ complaint denied it most strongly, the Va was instructed to bring those concerned to Kokoda for trial by the ABO.

Village Constable Reside of Astaha Village was of no use whatever to the patrol and appears completely useless. He has not obeyed orders given to him in particular the repairing of the bridge ~~over~~ the Astaha River which was out of service for more than two months and was still broken when the patrol arrived. Neither has he given any help to the aid post orderlies in building living quarters, although repeatedly approached by them in this regard. He speaks no other language beside his own dialect and it is very difficult to converse with him even in this. Previous patrolling officers according to their entries in the village book have all had the same trouble and a number have recommended his replacement.

Native Affairs (contd.)

As nothing has been done in the light of these recommendations for over two years, he was on this patrol, suspended from duty and a new man provisionally appointed, pending confirmation from the A.D.O. Kataka. The new man is an Asaba villager, Tiere-Sote, married with one small daughter, he appeared a popular choice with the people, although I doubt think the were interested one way or another, and was very helpful to the patrol during it's stay.

The poor qualities of So-Gabe do not so much reflect his attitude of inefficiency but rather his state of mind in which regard I attach a note from Dr. T. Gusside A.M.O. Kataka who accompanied the patrol. The change-over was made with as much "saving of face" as the situation would permit and SO-Gabe was paid 13 due for wages. The new man was instructed in the duties of a village constable.

Health

As the patrol was accompanied by the A.M.O. Kataka there is very little to report in this regard as it will doubtless be more fully covered in Dr. Gusside's report. However there were a couple of interesting points.

The orderlies at the aid post at Asaba are facing a tough job as they are getting absolutely no help or co-operation from the village people. The only patients who attend the aid post are children from the mission school at Asaba, even their attendance is due wholly to the efforts of the teacher George Arua, the adults of the villages, in following the custom of living in the bush also prefer to die in the bush. The out-patient register ~~do not~~ ^{does not} show any adults from the villages as having come for treatment. This seems to stem mainly ~~from~~ ^{from} their superstition and fear of sorcery which is still very much a part of the lives of the Uirran people. The orderlies want the aid post closed down but Dr. Gusside informed them that this was not possible and pointed out that even if they were treating only the small children they were at least making a good start on educating the people into a state of health consciousness.

The other main problem with regard to health is the difficulty experienced in obtaining medical supplies for the aid post. Although these are plentiful at Kataka and are readily available the people from the villages will not supply carriers to transport them, a two to three day walk, consequently the post is in constant need. In the past the orderlies have come to the station and carried back the supplies themselves, but this is not possible at present as there is now only one orderly on duty, the other having received a transfer. Carriers were sent back by this patrol and it is hoped that the new VC will in the future supply carriers when asked.

Roads and Bridges

Little is done by the people to maintain their roads which as a result are now generally in a poor state. Much of the state of the road is beyond the control of the people, especially the Kono River to Seiba section where the track is continually crossed by exposed tree roots and is always very wet. The trucks are all

Roads and Bridges (contd.)

leech infested some more heavily than others. Between Seiba and Asiba the track is very muddy as it winds around a river bed for quite some distance. Asiba to Samma is a section of extremely narrow though graded track, quite dangerous in some parts and very slippery. From Samma to Korogo the mission influence has prevailed, resulting in a wide well graded track for about three miles. This type of road is certainly the answer to more frequent patrolling, but it would need a lot of assistance from the people. This mile track finishes at Korogo and the road to Duro Creek is little better than a quagmire, very heavily laden with leeches. The bridges in the lower Chirima are in a very bad state and in some cases non-existent. They are built too close to the river and when the river floods, which is quite often, they are washed away. They mainly consist of thin cane and it seems to be the task of the first person wishing to use a washed out bridge to rebuild it. Particularly falling in to this category were the bridges across the Asiba River, Duro Creek and Chirima River. One fairly good bridge of recent construction was crossed at the Kama River just before reaching Seiba. There is no bridge at all across the Bissai River about a mile from the Kama River and consequently the patrol had to wade through waist high water.

Agriculture

There has been no agricultural patrol in this area for more than ten years, and there is no cash cropping of any kind whatsoever in evidence. Only a small number of gardens were noticed for reasons already enumerated, however there appears to be no shortage of the staple crops, Sweet potato, Yams and Iam, judging by the amounts stored at Seiba for the feast and that supplied to the patrol for carriers. The mission school at Asiba is well supplied with a variety of foods, which include besides the staples, Pineapples, coconuts, cucumber, bananas, papaya, tree tomatoes, rice and tea, most of this is also a direct result of the efforts of the teacher. Past Duro creek and further up the valley a large amount of english potato is grown and sold either the mission at Longai or to the government station at Waitape.

Livestock

With the exception of fowls at the Asiba school the only other livestock encountered were pigs. These were of a size and number that must put the Chirima Valley far above the remainder of the sub-district at least in this regard. A usual they appear to run the inhabitants and life revolves around them. Also a large number of wild pigs in evidence and I would accord them equal blame for the shocking state of some of the roads.

In the Waitape sub-district there are also a fair number of cows and horses, imported by the Catholic Mission.

Missions and Education

Although the missions have been established in this region for some forty years their only influence in the ^{over Chirima Valley} sub-district is the school at Asiba. Operated by the Catholic Mission it is situated on a hill overlooking the government rest house. It is staffed by one George Arua, who unfortunately lost the assistant but is now on his own, and provides the only avenue

Missions and Education (contd)

lower Chirima villages, the administration school at Kakoda being ruled out due to the great distance involved. The children board at the school during the week and return to their villages on the weekend. The school takes them to standard 2 only and any further education must be sought elsewhere. The roll books show a good enrollment but attendance is inclined to be sporadic. The school is of good construction and divided into two classrooms, equipment appeared ample and in good order. George Arua speaks perfect English and seems well suited to his task. The only other mission activity is confined to the Waitape sub-district as are the other schools in the valley.

Report on members of R.P.M.G. Constabulary accompanying patrol.

- | | |
|-------------------------|--|
| No. 7077 Tomata Const. | A willing and efficient constable on patrol showing evidence of his experience. |
| No. 18833 Tomata Const. | At all times smart in appearance and bearing. A good asset on patrol. |
| No. 8722 Mana Const. | Often lacking in matters of dress, hygiene etc. but proved to be the best of three for bush work on this patrol. |

John J. Ameri
CPO.

SUBJECT: VILLAGE CONSTABLE SOGABI OF ABIMBA.

It is my opinion that the above person is Mentally deficient and unfit to carry out the necessary duties as a village Constable.

J. A. ...
.....
(Assistant Medical Officer)
KOKODA.



TERRITORY OF PAPUA AND NEW GUINEA

PATROL REPORT

District of HOPIWAI Report No. 3-6/52

Patrol Conducted by S.P.S. P. S. O'NEILL

Area Patrolled LOWER AND UPPER GUINEA VALLEY

Patrol Accompanied by Europeans Nil

Natives Nil

Duration—From 19 to 19 / 19

Number of Days Nil

Did Medical Assistant Accompany MS. T. GARDNER AND NURSA

Last Patrol to Area by—District Services 19 / 19

Medical 19 / 19

Map Reference

Objects of Patrol LOWER GUINEA - CHECKING, B.M. COLLECTION, MEDICAL INSPECTION.
UPPER GUINEA - MEDICAL INSPECTION OF PEOPLE AND VILLAGES.

Director of Native Affairs,
PORT MORESBY.

Forwarded, please.

/ /19

.....
District Commissioner

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

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

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

.....

.....

.....

Village Populati

Year.....1960.....

VILLAGE	DATE OF CENSUS	Births		DEATHS													MIGRATIONS			
				0-1 Month		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth	In		Out	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	
KANGA	7/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
SEIPA	8/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KAHUKARU	9/9/60	-	2	-	1	1	-	-	-	-	-	-	-	1	1	-	-	-	-	1
ASIMBA	9/9/60	1	5	-	-	-	-	-	-	-	-	-	-	-	1	-	-	5	4	-
SAMANA	10/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KOROGO	10/9/60	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	7	5	4
BURE	10/9/60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
TOTAL.		1	7	-	1	1	1	-	1	-	-	-	-	1	2	-	13	9	14	

Population Register

Area Patrolled.....LOWER CHIRIMA.....

ATTENDANCE		ABSENT FROM VILLAGE								LABOUR POTENTIAL				FEMALES			Average Size of Family	TOTALS (Excluding Absentee)				GRAND TOTAL
AT WORK		STUDENTS				Males		Females		Pregnant	Number of Child Bearing Age	Child		Adults								
M	F	Inside District		Outside District		M	F	M	F			10-16	16-45	10-16	16-45	M		F	M	F	M + F	
-	-	2	-	-	-	-	-	-	-	3	10	1	7	-	5	2	4	-	11	12	29	
-	-	1	-	-	-	-	-	-	-	2	4	3	4	-	3	2.6	1	7	5	5	19	
1	1	12	3	2	-	1	-	11	10	11	36	13	30	2	28	2.1	13	12	25	28	117	
-	-	-	-	2	-	-	-	13	7	8	21	7	26	2	20	1.3	12	22	22	30	98	
-	-	1	-	2	-	-	-	1	-	2	15	5	12	-	14	1.0	2	6	14	16	42	
4	2	-	-	1	-	-	-	1	1	5	18	5	13	-	13	2.0	11	8	19	16	57	
9	12	This village now abandoned everyone has migrated out																				Nil
14	15	16	3	7	-	1	-	26	18	31	104	34	92	4	83	1.8	43	45	96	107	362	

PATROL DIARY.

APRIL.

- Monday 24.** Patrol moved out of Kokoda by Landrover and tractor and trailer to Kevalo.
Patrol consisted of Wing Commander K.M. Rundle of the R.A.A.F. Sergeant Henry Paclills and Lieutenant J.W. Wheeler of the U.S. Army, myself and approximately 50 native carriers. The patrol left Kevalo village at 1000 and walked towards Isurava. Rain started early in the afternoon and camp was set up before reaching Isurava.
Carriers rationed and patrol settled for night.
- Tuesday 25.** Many carriers reported sick and wishing to return to Kokoda. With not enough carriers the patrol stayed at the camp site and a policeman was sent to Isurava and Abuari to get more carriers. Policeman arrived back in the afternoon with eight carriers. Too late to move on so carriers rationed and settled down.
- Wednesday 26.** Patrol left camp site at 0700 and walked to Isurava. Rested for a short while and continued to Templetons crossing arriving at 1430. Camp set up and carriers rationed and settled down for night.
- Thursday 27.** Left Templetons crossing at 0700 and walked to Lake Myala. First carriers arrived at 1130 but slower carriers arrived at 1330. Set up camp and rationed carriers.
Radio set up and had test transmission with Moresby. Good reception.
- Friday 28.** Departed from Myala at 0700 and walked to previous base camp. Very rough walking. Country very hilly and bamboo laying along the track. Patrol arrived at small tundra at 1500 and set up camp. Carriers rationed and radio set up. Good radio contact with Fort Moresby. Heavy rain and very cold.
- Saturday 29.** Left camp at 0800 and led the party to the crashed B25. Wing Commander Rundle and Sergeant Paclills together with one policeman and five carriers worked on the aircraft to recover remains and belongings of the crew. Lt Wheeler and myself together with one policeman and a number of carriers set out from B25 on a bearing of 135° to look for an Anson aircraft believed to be nearby. Walked on the bearing for an estimated distance of a mile and a half and searched the surrounding area. No trace of the Anson could be found and the party returned to camp. Carriers rationed and radio contact made with Fort Moresby.
- Sunday 30.** Left camp at 0800. Wing Commander Rundle and Sergeant Paclills worked on B25 and Lt. Wheeler and myself together with police and carriers searched the areas on either side of the given bearing towards the Anson but without any success. Party returned to camp. Carriers rationed and radio contact made with Fort Moresby. Wing Commander Rundle decided to abandon search for Anson aircraft.
- MAY**
- Monday 1.** Left camp site at Tundra and patrol returned to Lake Myala arriving at 1300. Camp set up. Carriers rationed and radio contact made with Fort Moresby.
- Tuesday 2.** Left camp site at Myala at 0700 and walked to Templetons crossing arriving at 1430. Heavy rain and cold, camp set up. Carriers rationed and radio contact with Fort Moresby.

MAY
Wednesday 3.

Left Templetans crossing at 0600 and proceeded to Isurava. Rested for a while at Isurava and then proceeded to Kevelo arriving at 1600. Met by Landrover and tractor & trailer at approximately 1630 and proceeded to Kekoda.

Thursday 4.

Checked in patrol equipment and paid carriers.

The duration of the patrol was ten days. The object of the patrol was to recover the remains of the crew of a B25. on Mt. Kenevi. The carriers worked well during the patrol but were obviously not used to the cold weather and could not be kept in the area for a long period. During the patrol the carriers received rations of rice, meat, tea & sugar and used the equipment left here from the Piagie search patrol.

Colin Mancey
.....
(COLIN MANCEY.) C.P.O.

30-1-3

Sub-District Office,
KOKODA,
Northern District.

16th October, 1960.

The District Officer
Northern District,
KORONETTA.

PATROL REPORT. 1-60/61.

CHIRIMA VALLEY.

The opportunity to send Mr. Irwin out with Dr. Gaunede, and combine census with the popular functions of P.H.D., was too tempting to pass. Mr Irwin also had a rare opportunity to profit from the doctors bushcraft.

You will note that the patrol was a one way one, passing through the Chirima Valley to Waitape from where the conducting officers and the valuable gear was flown Waitape - Moresby - Kokoda while the police walked back consuming excess rations on the way. One prisoner came with them.

As to the reports:

1. I can not approve of excusing Orokaivas from carrying on the first leg of this patrol on the grounds that they become easily disgruntled. Since no arbitrary power to compel the exists, I will see that the advantages of assisting patrol teams are made clear to them.
2. On the latrine question, my information is that all chirimas are masters of passive resistance and are helped by the rarity of patrols. It is doubtful if ever the villages are regularly used.
3. I recommend that SO - GABE be replaced by TIORO SEETR. By the comments in the ~~ills~~ book this is overdue.
4. Another view is that this sort of situation inevitably resolves itself with the cash nexus, and the proven advantage of cash crop gardens on a system of communications for obtaining the good things of life. Kokoda September annual report is relevant.
5. A police escort will be supplied for drug convoys as often as this proves necessary. Dr Gaunede has been informed.
6. In my annual report ~~1-60/61~~ 00/61 I have considered giving the Chirima, Biage and Nawanga people the kind of special treatment that some returned soldiers are getting. Agric extension would not be very profitable in the Chirima as things are because the distances involved, but I do not doubt that a demand for manufactured goods will soon develop, and all else will follow.

I do not think the patrol was unduly hasty: seven complete days were spent reviewing a population of only 362. No amount of time in villages, of course, is wasted - but on this patrol time must be balanced against weight of rations carried over treacherous and leech infested tracks at great altitudes.

Finally, I am very pleased with this useful and well reported patrol.

.....
(C.V. Single.)
Assistant District Officer.

Chirima Valley Area

Officer Conducting: J.J.B. Irwin CPO Kokoda, in company with T. Gamede AND Kokoda.

September 7th.

Wednesday. Carriers from the Orokaiva villages of Kokoda, Pirive, Saga and Kevana were assembled at the station by previous arrangement and the patrol left by tractor-trailer for the Komo River at 8am. Left Komo River at 9.15am and arrived at Kanga at 11.15am. This is only a small village situated some 200 yards to the right of the main track. On lining for census it was found that most of the young men were absent from the village, being employed by Mamba Estates Ltd. Tax was collected and the people medically inspected by Dr. Gamede who found them in good health.

The village on inspection proved to be clean and tidy all rubbish being disposed over a steep cliff. The village constable was told to build one new latrine. A new rest house and barracks had been built for which ten sticks of tobacco were given in appreciation. A large quantity of food was brought for the carriers and after paying £3 to VC. Magu for wages due the patrol left at 1 pm.

Arrived at Seiba at 6.30 pm after a long hard carry the track being very troublesome owing to exposed tree roots which slowed down progress considerably, leeches also very prevalent. The people from Seiba were advised of our pending arrival by runner and had hot food waiting for the carriers.

September 8th.

Thursday. Seven of the Orokaiva carriers disgruntled and complaining and although well paid and fed refused to carry any further, this was a little difficult as Seiba village is not large enough to supply carriers, however they could offer a number of small boys who managed to do the job.

It would appear wise not to use Orokaiva carriers on future patrols in this area, if at all possible as they are evidently not up to the work involved. The village was inspected and needed cleaning, particularly as there was a lot of pig excreta lying around the houses. Three new latrines were ordered to supplement the existing two which were in poor condition. The general custom of the Chirima villages is to have only two latrines per village one for all the men and one for women, as far as possible it was tried to bring them more into line with other villages in the Sub-District where there is one latrine to each house.

The village is in the throes of preparing for a feast to take place towards the end of October, large quantities of stored food were in evidence. Census was taken but no tax collected as the only eligible tax payer was working at Mamba Estates Ltd.

Dr. Gamede medically inspected and found all in good health. VC. Kuru paid £3 for wages due and the patrol left at 10 am.

Two hours walk brought us to Karukuru rest house which is on the main track but about half a mile from the village which is situated off the track to the right. The VC. was not present at first and the few inhabitants we encountered seemed reluctant to take us to the village saying that previous patrols had carried out their business from the rest house, notwithstanding I inspected the village and found that approx 80% of the population were absent, living in their bush gardens, this included the councillor. By this time the village constable Tatabi had made his appearance and stated that he was very annoyed with his people. He had told them that the patrol was coming and that they were to stay in the village but they had not listened to him and had gone off to their gardens. He wanted them sent to Kokoda for court.

M VC ^{Kame} Tatabi was told to call the people back to the village but when after 2 hours only a small number had returned I left instructions that everyone from Karukuru was to line up at Asiba at 8 am on the following morning. The village was quite clean as was the rest house, VC Tatabi told to have three new latrines dug. The patrol left at 2 pm and arrived after, an easy walk, at Asiba rest house at 3.30 pm.

Made camp at the rest house which is next to the Government Aid Post and on the opposite side of the Asiba River to the village. Dr. Gusado and myself inspected the aid post which is staffed by two orderlies from Kokoda and found it to be clean and efficient, but running very low on drugs etc. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

Neither the Asiba village constable nor the councillor reported to the patrol as the bridge over the Asiba River was broken and they had just started to repair it. Constable Houta and myself saw the river to arrange for food to be brought to the carriers this was furnished later in the day.

During the evening Dr Gusado and I visited George the Catholic Mission teacher who is in charge of the school at Asiba.

September 9th.

Friday. All the people from Karukuru duly arrived at the rest house early this morning, census was taken and tax collected. There were no complaints laid and I then gave the gathering a lecture on their obligations to future patrols. 17 carriers were provided and a large quantity of food had been brought from Karukuru for their use. People medically inspected-health good.

Asiba village then visited and people lined for census and medical inspection. The village had an air of being hastily cleaned and I have every reason to believe that it remains only as a front for patrols visiting the area, on all other occasions the inhabitants prefer to dwell in the bush. Village constable So-Gabe paid £3 for wages due then suspended from duty and replaced by Tiro Soets subject to confirmation by A.D.O. Kokoda. (See notes on Native Affairs) A number of villagers treated for infected sores and told by the MD that the Aid Post was for their benefit and entreated them to make better use of it. The remainder of the day was spent at the rest house in compiling census figures balancing cash etc and also just generally conversing with the people.

September 10th.

Saturday. Patrol left Asimba at 9 am accompanied by a number of VCs who had arrived during the night. After $\frac{3}{4}$ hours walk on a graded but very narrow track we reached another typical Chirima village-Samma which is situated on top of a steep rise about half a mile to the right of the main track.

All the people were present for census and tax collecting which went smoothly enough except that there did not appear to be very much money in the village. Consequently a number were unable to pay tax but those were quite willing to carry for the patrol and in that way earn the necessary money. Two boys from Samma sent to Kokoda to carry medicines for the sick party. Dr. Gamade found the people in a fair state of health with no disease. £3 paid to VC. Tax for wages due and the patrol left for Korogo at 10.30 am.

Arrived at Korogo after a comfortable walk on a well graded mile track the result of Catholic Mission influence in the area. As well as the Korogo people being present those from Bure were also present with a request to migrate in as there was now only a couple of families left. Carriers sent on to Bure with the poles at 12.0 o'clock. Census was taken for Korogo village first and every one was present, Korogo people said they had no money for tax but after being drafted into the carrier lice money started to appear and all tax was paid. Census was then taken of Bure Village and the Korogo records adjusted to note the influx. Village inspected and found reasonably clean, two new latrines to be built. £3 to each VC Korea of Korogo and VC Ivoro of Bure for wages due. After medical inspection by Dr. Gamade we left Korogo at 1.30 pm.

The old village of Bure reached after an hours walk on a very heavily leech infested track. Bure is situated on the banks of the Bure Creek and is completely deserted, the rest house is falling down and the whole area heavily overgrown. VC Ivoro instructed to maintain the rest house as it provides a very convenient camping place.

Under the recently re-constituted district boundaries Bure Creek marks the limit of Kokoda jurisdiction, the upper Chirima Valley being controlled from Voltaupe, however it had been previously decided that it was essential for a European officer to accompany the remainder of the patrol, even though it was of a purely medical nature owing to the extreme difficulty experienced in obtaining carriers in this area on earlier patrols.

The patrol crossed the Bure Creek by means of broken bridge and shortly arrived at the fast flowing Chirima River crossing over another precarious bridge. An exhausting climb for the remainder of the afternoon brought us to Bau's rest house at 6.30 pm arriving in torrential rain and biting cold, the altitude being approx 6,000' ASL. Village constable away in the bush but people eventually brought food for the carrier line.

September 11th. Sunday. VC appeared this morning and told to line all the people for medical inspection which was carried out by Dr. Gamade and the medical orderly

some infected sores were treated on the spot but the health was generally fair.

A large quantity of food was purchased for salt which is more valuable to these people than money. Spent till 2 pm resting the carriers then moved off to Evesa.

Arrived at Evesa at 4.30 pm after once again being caught in very heavy rain. Also much colder here and height approx 7,000' ASL. Magnificent view down the Chirima Valley. V8 Miri very helpful and quickly produced hot food for the carriers.

September 12th.

Monday. Evesa people lined for medical inspection and proved to be a large village, everyone in good health. Left Evesa at 10 am. and arrived Garima at 1.31 pm including spells. Some very stiff climbs on this leg and also very picturesque scenery as we moved along the northern side of the valley. Longai can be seen on the southern side. Dr. Gaucada carried/medical inspection of the people from So, Fere and Genara who had gathered at Garima, this finished at 3.30 pm and we made camp for the night. Village constable Kaa extremely helpful as were the councillors and are evidently strong characters among their people. Arrested one Aivutu of Garima in connection with alleged theft at Kakaia and brought him back to the station for trial.

September 13th.

Tuesday. Left Garima at 9 am and arrived Kopuku at 11 am. Descended steep grade from Garima to cross Chirima River and climbed steeply to the Kopuku rest house, detouring en route to visit the sawmill operated by the Catholic Mission and powered by the Chirima River, also to get the key to the mission rest house on top of Murray Pass. At Kopuku people from the villages of Kama, Kikari, Go, Balavira, Singo and Iorahia had gathered for medical inspection, all were found to be in a fair state of health but a number were treated with penicillin for infected sores. Left Kopuku at 1.30 pm for Longai rest house which we reached at 2.30 pm after an easy walk on an excellent mile track. This track runs the whole length of the upper Chirima Valley on the southern side, crosses the Owen Stanley Range at Murray Pass and on into Weitape.

Longai rest house is located quite close to the Catholic Mission station and consequently the surrounding grounds have become quite churned up with the mission cars and horses. People from Miri, Muiwa and Kafa came to Longai for medical inspection and once again no serious trouble was found with the exception of infected sores which were treated on the spot.

September 14th.

Wednesday. Left Longai at 8 am after collecting mission mail for posting at Weitape. Arrived at mission rest house on top of Murray Pass at 3 pm. altitude 9,500' ASL. There are no villages between Longai and Murray Pass.

September 15th.

Thursday. Left Murray Pass at 8 am and still on mile track descended to Weitape

to Waitape altitude 5,000' ASL. Carriers paid off and fed. Return to Kokoda was effected by air.

Patrol completed.

Carrier Changes.

Orelava	Kokoda	to	Seiba
Orelava) Chirisa)	Seiba	to	Asiba
Chirisa	Asiba	to	Befa
Chirisa	Befa	to	Langai
YAGPX	Langai	to	Waitape

Appendix to Patrol Report.

Native Affairs.

The main problem confronting D.N.A. in this region appears to be the inherent dislike of most of the people to live in their villages, and preferring rather to carry on their existence in their bush gardens, which for the most part are widely scattered and practically inaccessible to patrols as they are usually two to three days walk from the villages and dotted around the very high and heavily overgrown ranges. Both the aid post orderlies and mission teacher at Asimba report that it is the accepted thing for the people to congregate in the villages when a patrol is coming and after its departure to disperse back to the hills and their gardens. Thus it appears that any influence the patrol brings to the village is short lived. The only answer I can think of to this is more frequent patrolling of this particular area to instill into the people that the government is here to stay and is always here, not just something which appears once or twice a year and interrupts their primitive routines.

This ~~XXXXXXXXXXXX~~ state of affairs is not true of all the villages in the Chirima Valley but is particularly so with Karukaru, Asimba and ~~XXXXXX~~ Samana, which are the three largest villages under Kokeda jurisdiction in this valley. The villages of Kanga and Seiba are closer to the station and seem to be more aware of government influence. Kanga in particular is closely intergrated with Nasta Estates Ltd. and most of the young men are employed some way or another in the production of rubber. At the other end of the valley Korogo also a large village seems to have under the influence of the Catholic Mission at Iongai and consequently not so nomadic in their habits. It seems to be only in the small pocket towards the centre of the lower Chirima Valley that the state of reasonable civilization which is enjoyed by the remainder of the sub-district has not made itself felt. One of the most notable indications being that despite the intense cold of the area the people wear the barest minimum of clothing even when a patrol is present.

Concerning the move by the people of Bure into Korogo as this concerned only twenty people most of whom had relatives at Korogo no objection was seen to their migration in.

In spite of the foregoing remarks however the people seem contented and peaceful enough and only one complaint concerning adultery was brought to the patrol, the validity of this seemed doubtful as all those who were named in the ~~XXXXXX~~ complaint denied it most strongly, the Ve was instructed to bring those concerned to Kokeda for trial by the AFO.

Village Constable So-Jaha of Asimba Village was of no use whatever to the patrol and appears completely useless. He has not obeyed orders given to him in particular the repairing of the bridge over the Asimba River which was out of service for more than two months and was still broken when the patrol arrived. Neither has he given any help to the aid post orderlies in building living quarters, although reportedly approached by them in this regard. He speaks no other language beside his own dialect and it is very difficult to converse with him even in this. Previous patrolling officers according to their entries in the village book have all had use some trouble and a number have recommended his replacement.

Native Affairs (contd.)

As nothing has been done in the light of these recommendations for over two years, he was on this patrol, suspended from duty and a new man provisionally appointed, pending confirmation from the A.D.O. Koko. The new man is an Asaba villager, Tiere-Soste, married with one small daughter, he appeared a popular choice with the people, although I don't think they were interested one way or another, and was very helpful to the patrol during its stay.

The poor qualities of So-Gabe do not so much reflect his attitude of inefficiency but rather his state of mind in which regard I attach a note from Dr. T. Gansade A.M.O. Koko who accompanied the patrol. The change-over was made with as much "saving of face" as the situation would permit and So-Gabe was paid £3 due for wages. The new man was instructed in the duties of a village constable.

Health

As the patrol was accompanied by the A.M.O. Koko there is very little to report in this regard as it will doubtless be more fully covered in Dr. Gansade's report. However there were a couple of interesting points.

The orderlies at the aid post at Asaba are facing a tough job as they are getting absolutely no help or co-operation from the village people. The only patients who attend the aid post are children from the mission school at Asaba, even their attendance is due wholly to the efforts of the teacher George Arun, the adults of the village, in following the custom of living in the bush also prefer to die in the bush. The out-patients register ~~do not~~ show any adults from the village as having come for treatment. This seems to stem mainly from their superstition and fear of sorcery which is still very much a part of the lives of the Uirima people. The orderlies want the aid post closed down but Dr. Gansade informed them that this was not possible and pointed out that even if they were treating only the small children they were at least making a good start on educating the people into a state of health consciousness.

The other main problem with regard to health is the difficulty experienced in obtaining medical supplies for the aid post. Although there are plentiful at Koko and are readily available the people from the village will not supply carriers to transport them, a two to three day walk, consequently the post is in constant need. In the past the orderlies have come to the station and carried back the supplies themselves, but this is not possible at present as there is now only one orderly on duty, the other having received a transfer. Carriers were sent back by this patrol and it is hoped that the new VC will in the future supply carriers when asked.

Roads and Bridges

Little is done by the people to maintain their roads which as a result are now generally in a poor state. Much of the state of the road is beyond the control of the people, especially the Komo River to Seiba section where the track is continually crossed by exposed tree roots and is always very wet. The tracks are all

Roads and Bridges (contd.)

leech infested some more heavily than others. Between Seiba and Asimba the track is very muddy as it winds around a river bed for quite some distance. Asimba to Samana is a section of extremely narrow though graded track, quite dangerous in some parts and very slippery. From Samana to Karego the mission influence has prevailed, resulting in a wide well graded track for about three miles. This type of road is certainly the answer to more frequent patrolling, but it would need a lot of assistance from the people. This mile track finishes at Karego and the road to Bure Creek is little better than a quango, very heavily laden with leeches. The bridges in the lower Gbirra are in a very bad state and in some cases non-existent. They are built too close to the river and when the river floods, which is quite often, they are washed away. They mainly consist of thin cane and it seems to be the task of the first person wishing to use a washed out bridge to rebuild it. Particularly falling in to this category were the bridges across the Asimba River, Bure Creek and Gbirra River. One fairly good bridge of recent construction was crossed at the Kasi River just before reaching Seiba. There is no bridge at all across the Bisanu River about a mile from the Kasi River and consequently the patrol had to wade through waist high water.

Agriculture.

There has been no agricultural patrol in this area for more than ten years, and there is no cash cropping of any kind whatsoever in evidence. Only a small number of gardens were noticed for reasons already enumerated, however there appears to be no shortage of the staple crops, Sweet potato, Yaro and Yam, judging by the amounts stored at Seiba for the feast and that supplied to the patrol for carriers. The mission school at Asimba is well supplied with a variety of foods, which include besides the staples, Pineapples, coconuts, cucumber, banana, papaw, tree tomatoes, rice and tea, most of this is also a direct result of the efforts of the teacher. Past Bure creek and further up the valley a large amount of english potato is grown and sold either the mission at Longai or to the government station at Waitape.

Livestock

With the exception of frills at the Asimba school the only other livestock encountered were pigs. These were of a size and number that must put the Gbirra Valley far above the remainder of the sub-district at least in this regard. As usual they appear to run the inhabitants and life revolves around them. Also a large number of wild pigs in evidence and I would accord them equal blame for the shocking state of some of the roads.

In the Waitape sub-district there are also a fair number of cows and horses, imported by the Catholic Mission.

Missions and Education.

Although the missions have been established in this region for some forty years their only influence in the ^{lower Gbirra Valley} Kosi sub-district is the school at Asimba. Operated by the Catholic Mission it is situated on a hill overlooking the government rest house. It is staffed by one George Arin, who unfortunately had the assistant but is now on his own, and provides the only avenue

Missions and Education (contd)

lower Chirima villages, the administration school at Kokeda being ruled out due to the great distance involved. The children board at the school during the week and return to their villages on the weekend. The school takes them to standard 2 only and any further education must be sought elsewhere. The roll books show a good enrollment but attendance is inclined to be sporadic. The school is of good construction and divided into two classrooms, equipment appeared ample and in good order. George Arua speaks perfect English and seems well suited to his task. The only other mission activity is confined to the Wotape sub-district as in are the other schools in the valley.

Report on members of R.F.M.C. Constabulary accompanying patrol.

- | | |
|-------------------------|--|
| No. 7077 Tomata Const. | A willing and efficient constable on patrol showing evidence of his experience. |
| No. 10833 Tumata Const. | At all times smart in appearance and bearing. A good asset on patrol. |
| No. 8152 Mana Const. | Often lacking in matters of dress, hygiene etc. but proved to be the best of three for bush work on this patrol. |

John Innes.

SUBJECT. VILLAGE CONSTABLE SOGABI OF ASIMBA.

It is my opinion that the above person is Mentally deficient and unfit to carry out the necessary duties as a village Constable.

Gaud
.....
(Assistant Medical Officer.)
KORDA.

100 Kokoda

TERRITORY OF PAPUA AND NEW GUINEA
DEPARTMENT OF NATIVE AFFAIRS.

Appendix A

MEMORANDUM OF PATROL

Patrol No. 2/60-61. Subdistrict Kokoda District Northern

Officer Conducting Patrol R. J. BENTINCK. ADO and J. Irwin (CPO)

Census Division Patrolled Single.

Objects of Patrol

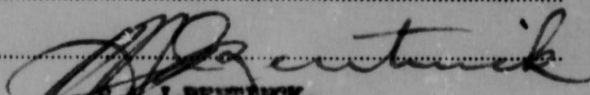
1. Routine Administration Patrol
2. Collected taxes from men who had returned to villages.
3. Revised Census lists.

Date Patrol Commenced 21/11/60 Date Completed 26/11/60

Duration—days 6 days. Camped out 5 nights.

SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

- | | |
|--|-------------|
| 1. Applications for S.A.P.s | 36 - 3 - 1. |
| 2. Disposal of Bombs | 14 - 1 - 1. |
| 3. Squatting by indigene on Crown/ Administration Land | 34 - 4 - 1. |


R. J. BENTINCK.
 Assistant District Officer
 Patrolling Officer's Signature.

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

District Officer.

Patrol No 2 / 60 - 61. - Kokoda Sub District - Northern District/

Area - Biage Tax/ Census District.

Patrol Diary:

21.11.60.

Left Kokoda 0800 hours by Council tractor and trailer. Arrived Kovele village 0830 hours. Began walking with carriers 0900 hours. Arrived at ISURAVA No 1 at 1500 hours. Camped for night here.

22.11.60.

Left Isurava No 1 at 0730 hours - arrived Isurava No 2 at 0800 hours. Revised the Census lists - collected tax from men who had returned to the village since the last tax/ census patrol was done - made on the spot investigations for those who wanted SAPs (See memo No 36 - 3 - 1.) The village ALOIA is situated at Isurava No2.

ISURAVA Nos 1 and 2.

5 houses at Isurava No1 - in good repair; 8 houses in Isurava No2 - orders given for 2 to be rethatched;

Births since last patrol = 1; Deaths since last patrol = 3.

Labour potential (17-45 yrs) = 13 males ; No men away work = 7 (54%)

Village Officials - The VC lives at Isurava No2 and looks after the Rest House, one Councillor looks after Isurava No 1.

Tax collected at this Rest House = £ 12 - 10 - 0

ALOIA.

9 houses in the Aloia section - orders given for 2 to be repaired;

Births = 1

; Deaths = 1

Labour potential males = 16

; No men away at work = 5 (31%)

Medical work - NMO gave 2 injections for sores and treated 9 others for sores etc.

During 21st, 22nd and 23rd the ADO helped the CPO, Mr Irwin to obtain data for his ASOPA assignment. Camped at Isurava No2.

23.11.60.

Still at Isurava No2 working on Mr Irwin's assignment.

At Isurava No2 there is a native SDA missionary doing proselytising work - no schools.

Agriculture - people have prepared 7 coffee gardens; English potatoes being grown in taro and sweet potato patches, People advised to carry on with the good work they are doing in respect of coffee and potatoes.

People were advised not to go near or move some old mortar bombs found in their garden areas. (See Memo No 14 - 1 - 1.)

2 applications for SAPs received at this Rest House. Camped here for the night.

24.11.60.

Left Isurava No2 at 0800 hours and arrived at ABUARI at 1000 hours.

6 houses at Abuari, 1 to be repaired in one month; Village - clean.
One V.C. and one Councillor look after this village.
They have coffee planted on the hill sides in 3 gardens. English potatoes
are also grown. ADO advised them to keep up the good work and even make extensions
to their gardens.

3 Applications were received for SAPs. (See Memo 36 - 3 - 1 .)

Total Population = 77.

Births = 1 ; Deaths = 2.
Labour potential males = 24 ; No away at work = 11 (45%)
Taxable males = 20 ;

Medical inspection carried out by NMO ; 6 small sores treated.

Native SDA missionary in village - no school.

Camped at Abuari for the night.

25.11.60.

Left Abuari at 0800 hours and arrived at HAGUTAWA at 0930 hours. Inspected the
village, did census revision and NMO checked people for sores etc.

Village was clean - 5 houses in good repair.

One councillor in charge.

Neither the SDA nor the Anglican Mission do any missionary work in this village.
People report that 2 coffee gardens have been prepared.

Total population = 38.

Births = 2 ; Deaths = Nil
Labour potential males = 7 ; No men away at work = 3 (42.7%)
Taxables = 5 ;

Left Hagutawa at 12 noon and arrived at the Usikara Rest House at 1300 hours.
Usikara seems to be a hamlet of Felai village. As Felai is only 20 minutes walk
away the people of Felai lined at Usikara. The village to be censused is Felai.

No Mission at Felai - no school - some of the people have affiliations with
the Anglican Mission at Kepara.

Usikara hamlet and Felai village - clean ; 3 houses need repairs - orders given
to be finished in one month. One N.L.G. Councillor lives at Felai.

Felai has 6 Cacao gardens - no coffee gardens nor gardens growing English
potatoes, as the village situated in lowland area.

Three applications for SAPs received. (See Memo 36 - 3 - 1 .)
Camped at the Usikara Rest House for the night.

26.11.60.

Left Usikara Rest House at 0800 hours and arrived at Kokoda Station at 1100
hours having passed through Kepara and Kanandara villages. End of patrol.

29.11.60.

Left Kokoda 1000 hours and arrived at Savais village. Did a village inspection,
Census revision - Nmo did a medical check.

Village - clean ; 15 houses in good repair, one new house being constructed
order given to have it finished in a month's time. One N.L.G. Councillor
lives at this village.

No school at the village itself, but the children are reported to attend
the Mission school at Saga and the Government school at Kokoia.

Four Cacao gardens have been planted and in the near future these people should
be able to get some money from their cash crops.

Special Patrol No. 2 1960/61

Patrol to Mt. Kenevi with R.A.A.F./ U.S. Search Team

PATROL DIARY

29/5/61 Left Kokoda at 0830 by Landrover and Tractor and trailer and proceeded to Kovel. Patrol consisted of Wing Commander K.M. Rundle, Sgt. H. Paolillo Lt. Wheeler, myself, three police and thirty nine carriers. Departed from Kovel at 0900 and walked to Isurava arriving at approx. 1600. Carriers rationed and set up for the night. We four stayed in the Rest House.

30/5/61 Left Isurava at 0800 and walked to Templetons crossing arriving at approximately 1400. Too late to continue further because of water supply and camp sites so camp set up. Carriers rationed and set for the night.

31/5/61 Left Camp at Templetons Crossing at 0800 and walked to Lake Myola arriving at 1300. Camp set up and carriers rationed.

1/6/61 Left camp at Lake Myola and set out to get to previous base camp. Very rough walking and hard on the carriers. Arrived at 1545. Set up camp and rationed carriers.

2/6/61 Sgt. Paolillo, myself, one policeman and two carriers set out at 0700 to search for new base camp which was described as a tundra with large boulders in it. Many possible areas so party split up. Sgt. Paolillo and one policeman searched one area and myself and two carriers went on and found the area at 0815. Then returned and guided patrol to new site. Camp set up and carriers rationed. Rain set in.

3/6/61 At 1030 a Patair DC3 came over the area and made a supply drop of rations and equipment and then did a reconnaissance of the area. It relayed the information to us and we spent the afternoon working out positions and bearings and getting the new supplies organised.

4/6/61. The carriers being from Anglican Mission area were not asked to work. The Europeans worked.

5/6/61 0800 The whole patrol left camp and proceeded to cut into the bush on a bearing of 140 degrees. Travelled for a distance of approx one mile and then the party split up. Cut and searched for about two hours and then rejoined on top of a ridge at a predetermined point. Decided that next day we would build a fire and spoke for the plane to give us a bearing.

6/6/61 0600 Sgt. Paolillo and myself with five carriers and one policeman left camp and proceeded to ridge. Built a large fire and waited for plane which was due at 0700. Plane was late so party proceeded to clear the area to make it easier for the plane to see the fire. Plane finally arrived at 1115 but clouds had moved in so the plane could not see us. Searched the area for a couple of hours and returned to camp.

7/6/61 Returned to cleared area to signal plane. En route, plane came over early but as we expected it back we continued to area and built fire. Stayed till 1300 but plane did not return. Rain was closing in so we returned to camp. Today some carriers returned to Kokoda as couldn't stand cold weather. More carriers recruited from Isurava.

8/7/61 Sgt. Paolillo went to clearing and started fire. Plane came over and gave a bearing of 110 degrees. I left camp and proceeded to cleared area to pass the information. Found that Sgt. Paolillo had taken a bearing on the line of flight and had taken a bearing of approx 110 degrees. Followed his trail for about three hours and then met up with rest of party. Continued search till 1700 and then returned to camp.

9/7/61 Plane returned but this time gave us a bearing of 83 degrees

and a distance of about one and a quarter miles from cleared area. Sgt. Paolillo and myself cut through the bush for an estimated distance of 1 1/2 miles and searched the surrounding area but found nothing. We then returned to the area on a parallel course but again found nothing. We then returned to camp.

10/7/61 Whole patrol proceeded to previous cleared area and followed a bearing of 83 degrees and at the same time, measuring the distance with a length of rope. When the required distance was reached, the party split up and searched the area but found nothing. Returned to camp.

11/7/61 Due to food shortage most of the patrol had to return to Kokoda Lt. Wheeler and myself left the base camp at 0830 with 20 carriers carrying gear not required by W/C Rundle and Sgt. Paolillo. Gear only light and carriers travelled quickly. Arrived Lake Myola 1330. Departed Myola at 1400 and walked to Templetons Crossing arriving at 1800. Set up Camp.

12/7/61 Departed from Templetons Crossing at 0630. Shortly after leaving I fell and hurt my back which made the rest of the trip rather uncomfortable. Left the main track about two hours later and followed a back track into Abuari Village where I bought fresh food for the carriers and ourselves. Had a short rest and walked to Kepara Mission Station arriving at 1615. Landrover arrived at 1815 and transported patrol back to Kokoda.

The duration of the patrol was 15 days during which time the carriers and police were rationed with rice, meat, tea and sugar. The carriers were obviously not used to carrying and on occasions were rather slow. On the whole the patrol had very little trouble.

Equipment was supplied from that left over from the Pinggo Search Patrol.

.....
(Colin Mancey C.P.O.)

At Savaia village the elders approached the ADO, Kokoda and asked that the proper Administrative Authorities be advised as to their "squatting" on Crown (Waste and Vacant) Land and they requested that an area be declared a Native Reserve. (See Memo 34 - 4 - 1 of 2/12/60.)

3 applications for SAPs were received in this village.

Total Population = 154.
Births = 6 ; Deaths = 1
Labour potential males = 26 ; No away at work - out of district - 1
24 men work at Mamba and usually go home to the village each night.
Apparently in the past these 24 men working at Mamba have only been paying their 30/- Council Tax and no Personal Tax at all. This fault will be very shortly remedied. It could not be done at the village as the men were away at work.

The ADO went back to Kokoda station by 1600 hours.

30.11.60.

The ADO and CPO left Kokoda at 0900 hours and arrived at Kovelov village by 0930 hours. Did a village inspection, Census revision, NMO did a medical check of those present.

Village clear - 14 houses in good repair - 2 new houses being constructed gave orders that they be finished in 2 months time.

7 applications for SAPs were investigated in this village.

Total Population = 170.
Births = 8 ; Deaths = 2
Labour potential males - 45 ; No away at work = 12 out of district
10 men work at Mamba plantation and return home every night.

One N.L.G. Councillor lives at this village. The ADO returned to Kokoda station about 1400 hours.

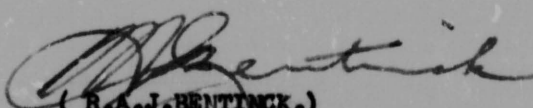
This ends the Census revision for the Biage Tax / Census division.

General Comments :

1. A tax/ census patrol was done in January 1960 for some of the Biage villages. This time all the Biage villages were inspected one after the other.

2. At Felsi, Kovelov and Savaia villages (villages that belong to the Ilimo Native Local Government Council) the ADO spent considerable time explaining the participation Local Government Councils were to take in the forthcoming Legislative Council Elections. The people seem very dense or primitive. A lot of trouble was experienced in trying to get the people to help in the Census work. While this new concept was being explained (viz - how Councils were going to be the electoral colleges) the ADO could see that the people were bored and not at all listening. Anyway, at every opportunity the ADO will try to explain the Memo sent from DNA, Headquarters.

3. The percentage of able bodied men away at work is high in Isurava, Abuari and Hagutawa villages, but the elders explained it as the pattern of life accepted by the young teenagers. The introduction of coffee might stop these young men from walking over the mountains and offering their services at Sageri plantation.

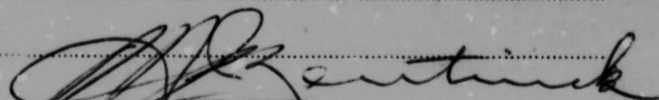

(R.A.J. BENTINCK.)
Assistant District Officer.

MEMORANDUM OF PATROL

Patrol No. 3/60 - 61 Subdistrict KOKODA District NORTHERN
Officer Conducting Patrol R.A.J. BENTINCK (ADO) and J.J.B. Irwin (CFO)
Native Medical Orderly - Robert - accompanied.
Census Division Patrolled Xahinseba and Fahinseba Tax/Census divisions completely.
Objects of Patrol 1. Routine Administration Patrol.
2. Collection of Taxes and Census revision for the year 1960.
3. Gave extensive talks of Native Local Government participation
in the Legislative Council Elections.
Date Patrol Commenced 8.12.60 Date Completed 21.12.60
Duration—days 14 days - Camped out on the job only for 7 nights.

SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

1. Applications for S.A.P.s 15 - 3 - 1.
2. Anomaly of villages in the Sabbe Tax/Census division
being found in the Ilimo Native Local Government Council
and vice versa. 7 - 1 - 1
3. Deceased Native Estates (Toshero) 9 - 4 - 2
4. Deceased Native Estates (Huna) 9 - 4 - 2
5. Ex-Servicemen's Land Scheme (Hanga) 14 - 1 - 2(A).
6. Contingency Voucher (Mr Irwin's camping allowance)
7. Contingency Voucher (Mr Bentinck's camping allowance.)


R.A.J. BENTINCK.
Assistant District Officer's Signature.

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

District Officer.

PATROL NO 3 / 60 - 61.

KOKODA SUB DISTRICT = NORTHERN DISTRICT.

AREA PATROLLED :

The Fahinaembo and Kahinaembo Tax/Census sub divisions. Also the Songe and Umokombu census divisions which only consist of 5 villages in all.

PATROL DIARY:

8.12.60.

Left Kokoda station by landrover about 0900 and arrived at Asisi village about 1230. Inspected the village and revised the Census figures. The Native Medical Orderly accompanying the patrol inspected the people for sores and sickness.

Village clean
Births noted = 10
Labour potential = 30
The village has a N.L.G. Councillor in it - young and not very impressive.
NMO treated 10 small sores.
These people have 12 Cacao gardens - they make about £ 12 every three weeks when they sell their cacao pods to the Agriculture Department.
One SAP application investigated here.
A query was raised by a native Isoro about a deceased native estate of Tombovo, RFC member who perished at Higatura station during the Lamington eruption. (See Memo 9 - 4 - 2.)
People advised to plant more cacao gardens and thus advance economically.
Talks were given of Native Local Government participation in the coming Legislative Council Elections.
Camped at Asisi for the night.

13 houses in good repair.

Deaths - Nil

Men away at work = 13 (about 43%)

9.12.60.

Left Asisi by 0730 to work at Bothu, Evasusu and Sorape villages on the other side of the Kumusi river.

Evasusu - Village cleaned for the patrol.
9 houses in good repair - ordered that 3 new houses to be finished in 6 months time.
Births = 1
Labour potential = 25
One NLG Councillor looks after both Bothu and Sorape villeges.
NMO treated 8 small sores - 1 TU case ordered to be taken to Kokoda hospital.
One NLG Councillor looks after Evasusu village.
Cacao - 11 individual gardens and 1 communal garden. Advised against communal gardens, pressed for more individual gardens.
2 SAP applications investigated here. (See memo 36 - 3 - 1 .)

Deaths = Nil

Men away at work = 7 (28%)

Bothu -

Village clean for the patrol
16 houses in good repair.
Births = 4
Labour potential = 19
NMO treated 12 small sores.
Cacao = 8 individual gardens.
2 SAP applications received here and investigated.

Deaths = 3

Men away at work = 3 (16%)

Sorape -

Village clean - 10 houses, all in good repair.
Births = 2
Labour potential = 15
NMO treated 6 small sores.

Deaths = 1

Men away at work = 6 (40%)

Cacao - 7 individual gardens and 1 communal garden.
1 SAP application investigated here.
These two villages, Sorape and Bothu have only one NLG Councillor to look after them. He lives at Bothu.

Returned late in the evening to camp at Asisi rest house.
A native Erari of Bothu had a query (See Memo 9 - 4 - 2.)

10.12.60.

Left Asisi 0700 hours arrived at Sirorata 0830. Inspected village and revised Census figures. NMO gave people gathered a medical check.

Village clean for the petrol. 31 houses all in good repair.
Births 12 Deaths = 7
Total Population = 210
Labour Potential = 44 Men away at work = 16 (36.3%)
NMO treated 20 small sores and 5 WEs were ordered to Kokoda hospital for treatment.

An Anglican Mission church and school found in the village. The school has 30 students and has 2 classes (Standard 1 and Class 1)
Cacao - 20 individual gardens, 1 communal garden.
These people do a bit of pit sawing and sell the locally cut timber to Mr Ross. According to the Tax/ Census Book of Papua supplied to this station by DNA, headquarters there are three villages marked as in the Songe sub division, but today they have all combined and they call themselves Sirorata. Collected 10/- tax here.

Left Sirorata about 1430 and walked back to Asisi in an 1 1/2 hours time.
Left Asisi by landrover to get back to Kokoda station to attend to any important business come in .

12.12.60.

Left Kokoda station by landrover about 0900 hours and arrived at the Divuni Creek about 1200. Picked carriers here and walked to Haki village. Inspected both Haki and Hamara villages, which are only ten minutes from each other. Revised Census and picked up tax. NMO did a medical check of all present.

Haki village -

Village clean 16 houses in good repair, 5 new houses ordered to be finished in 3 months time.
Total Population = 121.
Births = 6 Deaths = 4
Labour potential = 26 Men away at work = 12 (46%)
Tax collected here = 2 1 - 10 - 0
NMO treated 7 small sores.

Cacao - 12 individual gardens, 1 communal garden.
An Administration school is situated a few minutes walk away from Haki. It was closed due to Christmas holidays. This school has two native teachers and takes children through from Standard 1 to 4. Children from Haki and Hamara villages only attend this school. They have about 40 students.
5 applications for SAPs were investigated on the spot.

Hamara village -

Village clean 16 houses in good repair, 3 new ones ordered to be finished in 3 months time; 4 ordered to be rethatched.
Total population = 148.
Births = 7 Deaths = 2
Labour potential = 36 Men away at work = 20 (56%)
Tax collected = 2 4 - 10 - 0
NMO treated 8 small sores.

Coffee - these people have 9 individual gardens.
Cacao - they have only one communal garden.
2 SAP applications investigated here.
Honga's Certificate of Eligibility (See Memo 14 - 1 - 2A)sighted and advice given.
Camped at the Haki rest house for the night.

13.12.60.

Left Haki at 0700 hours, arrived at Koropata 0900 hours. Moved on to Hungiri arrived there 1300 hours. Urarisusu people were already waiting for the patrol at Hungiri.

Urarisusu village -

This village is situated on the other side of the Kumusi river and belongs to the Higaturu Council.
Total population = 80
Births = 3 Deaths = 2
Labour potential = 25 Men away at work = 8 (32 %)
Cacao - only one communal garden.
Rubber - produced from the few trees that these people have is sold to Awala plantation.
Children from this village go to the Divinkoiari Mission school.
NMO treated 4 small sores.

Hungiri village -

Village - cleaned for the patrol
Houses 10 in good repair, 10 ordered to be renovated in 2 months.
Total population = 77
Births = Nil Deaths = Nil
Labour potential = 24 Men away at work = 9 (3.7 %)
NMO treated 16 small sores and one woman was ordered to be taken to Kokoda hospital.
Cacao - one communal garden
Coffee - 11 individual gardens.
Rubber - produced spasmodically by people, sold to Awala plantation.
Children are not sent to any school at all because of their situation. They might send their children to the Ajaka school when it is built.
Tax collected = £ 1.
1 SAP application investigated here.
Camped at Hungiri rest House for the night.

14.12.60.

The Kumusi river in flood from the night's rain, so the patrol could not go across to visit and inspect Urarisusu village. Patrol left Hungiri 0730 hours arrived Koropata 1130 hours. Inspection and census work done here.

Village - not cleaned, kumusi grass almost covering the houses. Set the people to clean immediately.
Road from the Koropata - Hungiri boundary not cleaned for years (See Memo 7 - 1 - 1 of 29.12.60)
Houses - 24 60 ordered to be rethatched in 2 months time.
Total population = 156.
Births = 8 Deaths = 7
Labour potential = 39 Men away at work = 17 (44 %)
NMO treated 10 small sores.
Cacao - 2 communal gardens.
Coffee - 27 individual gardens.
Rubber - 3 gardens, produce sold to Awala plantation. If trees are tapped regularly these people could make good money.
Koropata people and the NLGCouncillor told the ADO that they had already submitted their applications for SAPs at the other Koropata village across the Kumusi when a DNA officer from Popondetta visited that village. (See Memo 36 - 3 - 1)

Camped at Koropata rest house.

15.12.60.

Patrol left Koropata about 0700 hours walked through to the Divuni Creek, then boarded the landrover and moved on to Hojaki village. Inspected the village revised Census figures.

Village cleaned for the patrol.

Five houses all small but in good repair.

Total population = 26

Births = 2

Deaths = 1

Labour potential = 8

Men away at work = 4 (50%)

NMO treated 4 small sores.

Cacao gardens - 1 individual.

Left Hojaki and arrived at Hojavohambo village about 1200 hours. Inspected and did census revision.

Village cleaned for patrol.

Houses = 12 ; ordered 5 to be renovated in three months time.

Total population = 71

Births = 5

Deaths = 1

Labour potential = 20

Men away at work = 5 (25%)

NMO treated 8 small sores and one patient ordered to Kokoda hospital for treatment TUs.

Cacao = 12 individual gardens.

Children usually go to the Anglican Mission School at Eiwo a fewmiles away.

Collected £ 2 in tax here.

2 SAPs applications investigated here.

Left Hojavohambo and arrived at Papaki. Did work here.

Village clean and tidy for the patrol

Houses = 15 ; 2 ordered to be renovated, all the rest in good repair.

Total population = 199.

Births = 12 17

Deaths = 1

Labour potential = 24 43

Men away at work = 173 (~~123~~ (39.5%)

NMO treated 6 small sores.

Cacao gardens - 12 individual ones, 1 communal

Rubber - village people have a few rubber trees that they tap and sell the produce to either Mamba or Mr Ross.

No Mission school or church in village ; children usually go to Eiwo school.

Collected £ 1 - 10 - 0 tax here.

7 SAP applications investigated here.

Left Papaki village and came to Ilimo village. This is a new village consisting of Afa and Inge villages. It is situated very near the Ilimo Council Chambers.

Did census and tax work here.

Village cleaned for the patrol

Houses = 15 Two new ones to be completed in two months time.

Total population = 130.

Births = 12

Deaths = 1

Labour potential = 24

Men away at work = 3 (13%)

NMO treated 8 small sores here.

Cacao = 8 individual gardens, one communal.

Rubber - produces very little.

4 SAP applications investigated.

Collected £ 1 tax here.

Camped at Ilimo rest house for the night.

16.12.60.

Left Ilimo 0700 hours, arrived at Ambeni by landrover. Worked here.

Village clean for the patrol.

Houses = 18 ; ordered that 3 new ones to be finished in 2 months time.

Total population = 132.

Births = 13

Deaths = 4

Labour potential = 35

Men away at work = 10 (29 %)

NMO treated 10 small sores among the children; ordered that one TU patient be removed to Kokoda Hospital.

Cacao gardens = 21 individual.

Rubber - produced in small quantities.

4 SAP applications investigated.

No church or school in the village; the children go to the Eiwo Mission School.

Left Ambeni and moved on to Hanjiri village. Did tax and census work here.

Village cleaned for the patrol.

Houses = 22, ordered that 3 new ones to be finished in two months.

Total population = 124.

Births = 3

Deaths = 1

Labour potential = 29

Men away at work = 1 (3%)

Cacao gardens = 1 communal and 16 individual.

Rubber - produced in small quantities.

Hanjiri has a Local Government Aid Post just a few minutes walk away from the village. The Aid Post Orderly is still living at Hanjiri village as his house is not finished at the Aid Post.

No church and school in the village. The children go to the Gorari Mission School.

Collected 2 1 tax here.

Left Hanjiri and went to Sisireta village. Left the landrover at the village and walked in to Waju village. Did work there.

Village cleaned for the patrol. This new village is made up of Waju and Honjeta villages.

Houses = 17 - ordered that 5 new houses are to be finished in 2 months.

Total population = 188.

Births = 7

Deaths = 2

Labour potential = 42

Men away at work = 16 (38%)

Collected 2 1 - 10 - 0 tax here.

NMO treated 10 small sores among the children. Four cases being sent to Kokoda hospital. People advised to take their sick to the Hanjiri Aid Post.

5 SAP applications investigated here.

Cacao gardens = 1 communal, and 17 individual ones.

Rubber - produced in small quantities.

Walked back from Waju to Sisireta village and worked here. This village is now situated contiguous with the Gorari Mission.

Village cleaned for the patrol.

Houses = 14 , ordered that 5 new ones will be finished in 2 months.

Total population = 182.

Births = 6

Deaths = 4

Labour potential = 41

Men away at work = 13 (31 %)

NMO treated 8 small sores. Sent 3 cases on to the Hanjiri Aid Post.

4 SAP applications investigated here.

Cacao gardens - 2 communal and 18 individual ones.

Sisireta is made up of Sisireta and Nambisota villages.

After all the work was finished the patrol moved on about 1800 hours to Kepara Rest House where it camped for the night.

17.12.60.

Left Kepara about 0700 hours to do work at Sengi village, which is about an hours walk away.

Village cleaned for the patrol.

Houses = 18 , 3 ordered to be renovated in 2 months.

Total population = 144.

Births = 10 Deaths = 1
Labour potential = 32 Men away at work = 15 (47%)
NMO treated 8 small sores and advised people to take their sick to the Aid Post at Kepara.
3 SAP applications were investigated here.
Cacao gardens = 1 communal and 15 individual.
Rubber - produced in small quantities.

Left Sengi and returned to Kepara then moved on to Kanandara village where work was resumed.

Village clean for the patrol.
Houses = 9; 4 new houses to be finished in 2 months.
Total population = 92.
Births = 5 Deaths - Nil
Labour potential = 22 Men away at work = 14 (64%)
NMO treated 4 small sores. People advised to visit the Kepara Aid Post more often as it is only $\frac{1}{2}$ hours walk away.
Tax collected here £ 1
3 SAP applications were investigated here.
Cacao gardens - 1 communal and 8 individual.
Rubber - these people have a few trees but they never work them.
Advised a woman in this village who has twins to go to Kokoda hospital and report the matter to Dr T.Gaunede so that she can receive a Bonus from the Administration.

Left Kanandara village and returned to Kepara where work was resumed.

Village clean for the patrol.
This village has an Aid Post established. The orderly seems to be doing a good job.
This village has an Anglican Mission church and school. Children from Kanandara, Sengi, Komondo and Pirive attend school here.
Houses = 16 ; ordered 3 to be renovated.
Total population = 108.
Births = 3 Deaths = 2
Labour Potential = 34 Men away at work = 18 (52%)
Cacao gardens = 1 communal and 16 individual.
Rubber - these natives tap both their trees and those belonging to Kanandara village.
3 SAP applications were investigated here.

Left Kepara village by landrover and resumed work at Komodo village.

Village clean for the patrol. This village has taken up a new position on the Kokoda - Ilimo road near the Mambare river.
Houses = 9 ; 3 new houses to be finished in 2 months.
Total population = 85.
Births = 3 Deaths = 2.
Labour potential = 25 Men away at work = 5 (20%)
Cacao gardens = 1 communal and 14 individual.
Rubber - produced in small quantities.
NMO treated 9 small sores.
3 SAP applications were investigated. (See memo 36 - 3 - 1.)

Finished work at Komondo about 1400 hours. The patrol went back to Kokoda.

19.12.60.

Left Kokoda by landrover and began work at Pirive village.

Village cleaned for the patrol.
Houses = 15 ; 5 houses to be re-roofed in 2 months.
6 SAP applications were investigated.

Total population = 128.
Deaths = 3
Births = 10
Men away at work = 15 (48%)
Labour potential = 31
Cacao gardens = 1 communal and 22 individual.
Rubber = produce in small quantities.
Collected 1 1/2 tax here.

Left Pirive and resumed work at Kokoda village.

Village cleaned for the patrol.
Houses = 7 ; ordered 2 to be renovated in 2 months.
Total population = 66.
Deaths = 1
Births = 4
Men away at work = 9 (50%)
Labour potential = 18
As this village has one gun too many, no applications were investigated. (See memo 36 - 3 - 1 .)
Collected 2 2 tax here.
Cacao gardens = 7 individual ones.
Rubber - produce small quantities.

Came back to Kokoda station after work finished.

21.12.60.

Left Kokoda by landrover and went to work at Amada village.

Village cleaned for the patrol.
Collected 2 2 - 10 - 0 tax here.
Houses = 4 . Many of the inhabitants are moving away to Saga villages.
Total population = 45.
Deaths = 1
Births = 3
Men away at work = 6 (47%)
Labour potential = 13
Cacao gardens = 10 individual ones.
4 SAP applications were investigated here.

Left Amada and went to work at Saga village.

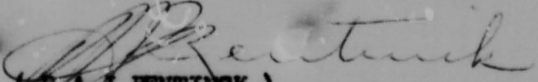
Village cleaned for the patrol.
Collected 2 2 tax here.
Houses 14 ; 4 new houses to be finished in 2 months.
Total population = 192 In the census sheets the ADO has put Botue's figures separately, as he is not quite sure whether Botue will combine and live at Saga permanently.
Deaths 2
Births 15
Men away at work = 27 (53%)
Labour potential = 51
Cacao gardens = 2 communal and 23 individual ones.

This ends the patrol.

General Remarks -

1. Census - Total births in the areas visited = 171.
Total deaths = 53.
The labour potential figures were obtained by counting the number of adult males between 17 and 45 years.
There is a rather high percentage of men away at work from the following villages: HAMARA, ILIMO, KOROPATA, NOJAKE, KEPARA, SENGI, KAMANDARA, PIRIVE, KOKODA, AMADA, SAGA.
The ADO does not think it right to ask for these villages to be closed to recruiting, because most of the males work at Mamba and Kokoda Plantations and return home each weekend to their wives and families.

2. Schools - In the areas visited there are 5 Anglican Mission schools - four of them Saga, Kepara, Gorari and Sirorata are Exempt schools while the Eiwo school is a Recognised School. There are also two Administration schools - one at Haki or as it is usually called "The Hamara school." and the other at Kokoda station itself. Another Administration school will be going up shortly at Ilimo.
3. Legislative - Extensive talks were given at each village visited of Council Local Government participation in the coming Legislative Council Elections. Those who heard the talks did not seem talks impressed as the concepts seemed to high for them and the situation did not seem to register properly. Anyhow the ADO, Kokoda will persevere in giving these talks to all and sundry.
4. Villages - On this patrol many new villages were seen (ie :- villages formed by two or three villages combining.) They are as follows:-
- ILIMO - made up of Afa and Inge.
- WAJU - made up of Waju and Honjeta.
- SISIRETA - made up of Sisireta and Nambisota.
- SAGA - made up of Saga and Botue.
- KAMONDA - has left its old position and taken up a new one on the Ilimo - Kokoda road near the Mambere river. They want to call the village "Mamba".
- The ADO, Kokoda has had experience of these combined villages in other parts of the Territory that he looks upon these without confidence. Any minute they might split up and form their old component parts. The ADO has not revised the Tax/ Census sheets held in the Kokoda office, for the reason just given, but if the District Officer instructs that this be done immediately, it shall so be done.
5. Tax - The amount of tax collected on this patrol = £ 22 - 10 - 0. As the Council tax is only 30/- per adult male, those men who had worked outside their villages paid 10/- per man. Those who had worked outside their villages for the years 1958 to 1960 and had not paid the Personal Tax of 10/- (but had regularly paid their Council Tax of 30/-) paid it this time and the Tax/ Census sheets in the office are brought right up to date.
6. Agriculture - People everywhere were advised to plant larger cacao gardens and to make them all individual gardens not communal ones.


(R.A.J. BENTINCK.)
Assistant District Officer.

VILLAGE POPULATION REGISTER

KAHINAEMBO

TAX / CENSUS DIVISION.

YEAR 1960

Govt. Print.—4437/10.60.—10,000.

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS												MIGRATIONS				ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES			TOTALS (excluding absentee)				GRAND TOTAL				
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth	IN		OUT		AT WORK		STUDENTS		MALES		FEMALES		Pregnant	No. Child bearing age	Average Size of Family	Child		Adults					
				M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	F	M	F	M	F	M	F	M	F				M	F	M		F			
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F						
AMBENE	16/12	8	5	-	-	1	-	-	-	-	-	1	2	-	-	-	1	-	-	2	-	8	-	-	-	-	-	3	35	3	29	1	30	2.7	27	25	35	35	132
WAJU	16/12	3	4	-	-	-	-	1	-	1	-	-	-	-	-	-	-	22	16	6	-	10	-	-	-	7	-	15	42	11	32	6	36	2.8	37	43	41	44 188	188 188
SISIRETA	16/12	4	2	-	-	2	-	1	-	-	-	1	-	-	-	6	9	2	3	4	-	9	-	-	-	-	-	19	41	14	34	4	38	2.7	36	43	43	47	182
KEPARA	17/12	-	3	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	8	-	10	-	-	-	-	-	13	34	7	20	3	16	3.1	18	15	32	25	108
SENGI	17/12	9	1	-	-	-	-	-	-	-	-	1	-	-	-	4	5	1	9	9	-	6	-	-	-	1	-	15	32	12	26	1	22	3.5	34	32	26	36	144
KENANDARA	17/12	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	7	-	-	-	-	-	-	-	8	22	8	19	2	22	3.3	16	16	17	29	92
KAMONDA	17/12	3	-	-	-	-	-	1	-	-	-	1	-	-	-	11	8	-	-	3	-	2	-	-	-	-	-	9	25	4	17	-	18	1.5	15	8	30	27	85
PIRIVE	19/12	3	7	-	-	1	-	1	-	-	-	1	-	-	-	-	-	6	10	13	-	2	-	-	-	-	-	10	31	10	22	1	24	2.9	23	29	38	23	128
KOKODA	19/12	2	2	-	-	-	-	-	-	1	-	-	-	-	-	1	-	1	1	7	-	2	-	-	-	-	-	2	18	8	16	1	13	1.9	13	16	10	18	66
AMADA	19/12	1	2	-	-	-	-	-	-	-	-	1	-	-	-	1	1	19	17	5	-	1	-	-	-	2	-	3	13	2	8	-	6	2.5	7	8	9	13	45
SAGA	21/12	2	4	-	-	-	-	-	-	-	-	1	-	-	-	19	18	-	-	10	-	-	-	-	-	-	-	8	25	5	18	1	20	3.0	19	20	24	21	94
BOTUE	21/12	6	3	-	-	-	-	-	-	-	-	1	-	-	-	-	-	2	1	14	-	3	-	-	-	-	-	2	26	5	21	1	17	2.1	19	18	20	24	98
		44	35	-	-	4	1	3	1	1	-	2	10	-	-	42	42	52	49	88	-	60	-	-	-	10	-	107	344	89	262	2.1	262	264	273	325	1362		

342

YEAR 1960

VILLAGE POPULATION REGISTER
FAHINAEMBO TAX / CENSUS DIVISION

(ALSO. SONGE and UMOKOMBU T/CENSUS DIVISIONS)

Govt. Print.—4437/10.60.—10,000.

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS										MIGRATIONS				ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES			TOTALS (excluding absentee)				GRAND TOTAL								
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth	IN		OUT		AT WORK		STUDENTS		MALES		FEMALES		Pregnant	No. Child bearing age	Average Size of Family	Child		Adults							
				M	F	M	F	M	F	M	F	M	F	M	F		M	F	M	F	M	F	M	F	M	F	M	F				M		F	M	F					
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M		F	M	F					
ASISI.	8/12	6	4	-	-	-	-	-	-	-	-	-	-	-	1	2	4	1	9	-	4	-	2	-	10	10	11	30	5	27	-	30	3.2	15	9	29	41	129.			
EVASUSU	9/12	1	-	-	-	-	-	-	-	-	-	-	-	-	6	4	5	6	3	-	4	-	-	-	7	-	8	25	4	21	-	23	2.1	11	20	25	24	94.			
BOTHU	9/12	4	-	-	-	1	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	3	10	3	19	14	17	-	22	3.5	15	16	19	25	91.				
SORAPE	9/12	1	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	5	-	-	-	5	4	4	15	4	14	-	15	2.3	5	1	15	20	56.				
SIRORATA	10/12	5	7	-	-	-	-	-	-	-	-	-	-	5	2	-	-	-	1	-	9	-	7	-	-	5	-	26	44	18	36	3	4	3.0	41	34	50	64	210.		
HAKI	12/12	3	3	-	-	1	-	-	-	-	-	-	-	1	2	-	-	-	-	-	-	-	-	-	-	7	26	10	21	3	23	2.7	19	16	33	32	121.				
HAMARA	12/12	4	3	-	1	-	-	-	-	-	-	-	-	1	-	-	-	1	3	1	-	17	15	13	3	-	-	8	36	10	29	3	3	3.1	14	16	27	43	148.		
HUNGRI	13/12	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2	4	5	-	4	-	-	-	2	-	7	24	6	17	1	20	2.8	11	6	24	25	77.			
URARISU	13/12	1	2	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	4	-	-	7	-	1	-	-	7	3	7	25	9	15	-	18	3.2	8	12	21	21	80.	
KOROPATA	14/12	5	3	-	-	-	-	-	-	-	-	-	-	5	2	-	-	-	2	2	3	1	14	-	3	-	-	12	39	10	27	6	31	2.6	27	29	38	43	156.		
HOJAKI	15/12	1	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	7	4	1	-	3	-	-	-	-	1	8	1	5	-	6	2.8	3	6	5	8	26.		
HOJAVAHAMA	15/12	2	3	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	2	-	3	-	-	-	-	-	20	3	13	2	15	2.9	13	16	19	18	71.			
PAPAKI	15/12	8	9	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	3	14	-	3	-	-	-	13	43	16	37	1	4	2.7	35	45	44	58	199.		
ILIMO	15/12	6	6	-	-	-	-	1	-	-	-	-	-	-	7	11	-	1	3	-	-	-	-	-	-	-	11	24	8	26	1	30	2.6	32	31	31	33	130.			
HANJIRI	16/12	1	2	-	-	-	1	-	-	-	-	-	-	-	1	2	2	-	-	1	-	-	-	-	-	-	4	29	9	21	3	23	2.8	15	28	43	37	124.			
		48	44	-	1	2	1	1	1	1	-	-	-	13	11	-	-	-	27	39	31	24	98	22	55	3	2	-	41	27	127	407	127	326	23	369	264	285	423	492	1712

NOTE:-

SONGE TAX/CENSUS DIVISION CONSISTS OF SIRORATA. VILLAGE

UMOKOMBU T/CENSUS DIVISION CONSISTS OF ASISI, EVASUSU, BOTHU and SORAPE

LWB:EP

67-1-1

District Office,
POPONDETTA. Northern District.

5th May, 1961.

The Assistant District Officer,
Sub-District Office,
KOKODA. NORTHERN DISTRICT.

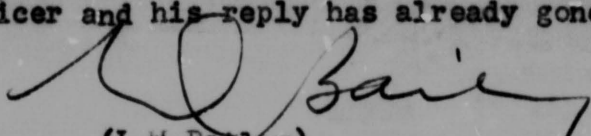
PATROL NO. 4/60-61 - LOWER CHIRIMA.

Thank you for the report of the above patrol.

It is apparent that the general health of the Lower Chirima people is not good and that the people are reluctant to seek medical treatment. However, since the census in 1959, the overall population trend has shown a favourable turn from the decreases recorded annually prior to then. The natural increase since December 1959, has been at the rate of slightly less than .8 percent. It is to be hoped that this marks the end of the decline in population in this area. Continued propaganda, patrolling by medical staff and when warranted, resort to action such as you took at ASIMBA Village on this patrol should result in a gradual improvement.

The readiness with which the people paid their tax is gratifying, and no doubt your addresses to them on the purposes of taxation prior to collecting it contributed towards this.

Inaccessibility to cash crop markets does present difficulties as far as these people are concerned, but it is a problem which has to be faced by many people throughout the Territory. The Lower Chirima people are no worse off than some people in such areas who are already growing cash crops. Eventually when their desire for advancement is sufficient, they will accept this as part of the price they have to pay for a higher standard of living. As the Lower Chirimas are still apparently a comparatively primitive people, it will take time for them to fully appreciate this, but the fact that the KANGA village people are now showing a desire to commence cash crop gardens indicates a beginning. I have referred your letter concerning this to the District Agricultural Officer and his reply has already gone forward to you.



(L.W. Bailey)
Actg. DISTRICT OFFICER.

c.c. The Director,
Department of Native Affairs,
KONEDOBU. Papua.

MEMORANDUM OF PATROL

Patrol No. 4/60-61 Subdistrict KORODA District NORTHERN
Officer Conducting Patrol R.A.J. Bentinck (ADO) and C. Mancey (CPO)
Aid Post Orderly Alan accompanied.
Census Division Patrolled Lower Chirima Tax/Census sub-division completely
Objects of Patrol.....
1. Routine Administration Work.
2. Collect'on of Taxes for the year 1961.
3. Revision of Census figures for 1961.
Date Patrol Commenced 23/2/61 Date Completed 4/3/61
Duration—days 10 days - Camped out on the job for 9 nights.

SUMMARY OF CORRESPONDENCE ARISING FROM PATROL

1. Applications for S.A.P.s 38-1-5
~~2-4-6~~
2. Kanga people want to start Coffee or Cocoa culture 17-2-1
3. Contingency Vouchers (Camping Allowance for Messrs Bentinck and Mancey.)
4. V.C's Record of Service - Recommendation for appt new V.C.
5. V.C's Record of Service - Advice of Iworo's resignation.


(R.A.J. BENTINCK.)
Assistant District Officer.
Patrolling Officer's Signature.

I certify that all necessary local administrative action has been or is being taken on matters arising out of this patrol and that the correspondence above indicated by a "tick" has been forwarded to the Headquarters, Department of Native Affairs, Port Moresby.

District Officer.

Patrol No 4 / 60 - 61. Kokoda sub district - Northern District.

Area Patrolled : The Lower Chirima - 6 villages in all.

PATROL DIARY :

23.2.61.

Left Kokoda station by Landrover about 0900 hours and arrived at the Komo river. From here the Patrol party and carriers set off on foot. Arrived at Kanga village about noon. Inspected the village, collected tax and revised the Census figures. The Aid Post Orderly accompanying the patrol inspected the people for sores and treated those he could.

Village clean	7 houses in good repair.
Total population this time = 28	Total last census = 29 (decrease of 1)
Births = Nil	Deaths = 2.
Labour potential = 6	Men away at work = 3 (50%)
Tax collected = £ 1	Taxable males = 6

The village constable of this village has a gun and one other man applied for a licence. The ADO did not recommend as the population does not warrant 2 guns.

Health - good 3 small sores treated on patrol. In the past few years some sort of bowel complaint seems to have decimated these people. Although they are not too far away from Kokoda they will not bring their sick in for treatment. The native Aid Post orderly from Asimba does constant patrolling among these Lower Chirima people, but they hide in the bush when he arrives on his patrols.

Camped at Kanga for the night.

24.2.61.

Left Kanga at 0715 hours and Arrived at Seiba at 1330 hours. Patrol did its work here.

Village clean - although people were set to cutting the grass around the Rest House. Total number of houses - 5; Ordered one to be repaired in a month. People ordered to fix the foot bridges between Kanga and Seiba in the next few days. Patrol will inspect on its return trip.

Total population this time = 18	Population last time = 19 (decrease of 1)
Births - Nil	Deaths - Nil
Labour potential = 6	Men away at work = 1 (17%)
Tax collected - Nil	Taxable males - 1

One SAP application investigated here.

Health - good at present 2 small sores treated. These people too have been decimated by some bowel complaint. People advised to stay in the village when they hear that the Native Aid Post Orderly is on patrol checking on their health. Advised to take their sick either to Asimba Aid Post or the Hospital at Kokoda.

Camped at Seiba Rest House for the night.

25.2.61.

Left Seiba about 0700 hours and arrived at Kerukaru village about 1000 hours. Patrol did its work here.

Village clean - but people set to cutting the grass around the Rest House Houses = 15 All in good repair. Ordered 5 men to build houses for their families as they are overcrowded by many families sharing houses.

Total population this time - 116	Population last time = 117 (decrease of 1)
Births = 1	Deaths = Nil
Labour Potential - 36	Men away at work - 10 (28%)
Tax collected - £ 12	Taxable males - 28
Total houses - 15	

Health - 5 T.U. cases ordered to Kokoda hospital ; 16 small sores treated at the village. From this village on, the Chirima children seem to be covered with sores and TUs. People advised to be in their villages when they hear that the Native Aid Post Orderly is on his regular health check up.

The Village Constable Kame - Samba resigned owing to old age. The newly elected man is Opa - Gope. (see Memo 14 - 3 - 1.)

2 SAP applications were investigated here.

A native adherent of the RC faith was given some coffee seeds by the Fathers from the Iongai Mission and he now has 212 trees growing nicely in the Karukaru area. The Agriculture Officer, Kokoda will be contacted to see what can be done to this man and his produce.

Camped at Karukaru Rest House for the night.

26.2.61.

Rested at Karukaru - today being Sunday.

27.2.61.

Left Karukaru about 0700 hours and arrived at Asimba about 0900 hours. Worked here. Samana and Korogo village people were all assembled at Asimba rest house. Will collect tax and do census work here today and actually visit the villages tomorrow.

Asimba.

Total population this time = 96	Population last census = 98 (decrease of 2)
Births = 2	Deaths = 2
Labour potential = 17	Men away at work = 5 (30%)
Tax collected = £ 9-10-0	Taxable males = 18.
Total Houses = 18	All in good repair.

Village and Rest House area was cleaned for the patrol.
Health - children in this area are covered with small sores and scabies. 14 sores dressed at the village. 7 TUs being sent to the Kokoda hospital.

As there is an Exempt School run by the RC Mission at Asimba the children from Asimba, Samana and Korogo villages attend school. Attendance would not be regular as the parents usually live in their gardens all the year round and only come to the village when they hear that an Administration patrol is visiting the village.

Economics - people not at all interested in cash crops. Few of their young men are working wither at Mamba Estates, Kokoda or at Moresby.

Samana.

Total population this time - 45	Last Census population = 42 (decrease of 3)
Births = 3	Deaths = Nil
Labour potential = 15	Men away at work = 3 (20%)
Tax collected = £ 3	Taxable males = 8
Total houses = 9	All in good repair.

Health - children covered with sores and scabies. 14 sores dressed by the Orderly 3 TU cases being sent to Kokoda Hospital.

Village officials report that their children attend the Asimba school. People advised to be present at their villages when they hear that the Aid Post Orderly is on patrol to check their health. All these people were advised to see that their children attended school regularly.

Korogo.

Total population this time = 59	Last census population was 57. (increase of 2)
Births - 2 1	Deaths - Nil
Labour potential = 16	Men away at work = 1 (6%)
Tax collected = 2 3	Taxable males = 10

Total houses = 11 - all in good repair - Ordered 2 new latrines to be built in two weeks time.

Health - children covered in sores and scabies. 14 sores dressed at the village while the patrol was in the area. 1 TU case ordered to be taken to Kokoda hospital.

Village officials report that the children go to the Asimba school.

The village BURI, which is really the boundary village of the Lower Chirima area, is no more as the vast majority of them died through some bowel complaints. If only these people would come to the Aid Post as soon as they know they have a bowel complaint they could get medicine to cure them. These people are rather primitive and will not listen to good advice. Sorcery they say has killed off their people. Some of the Buri people have moved into the Upper Chirima village of Gorowaku and the remainder have moved into Korogo.

The old Village Constable of Buri resigned his position on account of old age. No new official need be elected as there is a Village Constable at Korogo.

The patrol camped at Asimba rest House for the night.

28.2.61.

Patrol set out to inspect Asimba, Samamma and Korogo villages. The ADO, Kokoda thought he might as well survey the land on which the RC Mission is situated at Asimba, but as no Mission teachers were present on the station, this work had to be abandoned till one of the European Missionaries arrived at Asimba. Native owners of the land were spoken to, and they seemed very anxious to have the Mission at Asimba. They were willing to take whatever price the Administration offered them for the land.

Camped at Asimba rest house for the night.

1.3.61.

The ADO, Kokoda heard six Native Court cases - all were charged under Reg 115 (2) (ie - neglecting to take their children for medical treatment although they had been ordered to do so by their village constable). 5 men received gaol sentences, one mother received a fine.

The patrol moved back to Karukaru village. Inspected road work on the way back.

Heard a Court Case at Karukaru under Reg 84 (2) - Adultery - the defendant received a gaol sentence of 3 months.

Heavy rain set in, and the patrol camped at the Rest House for the night.

2.3.61.

The patrol moved back to Seiba village in the rain. Road work inspected on the way back. The people had finished the jobs set them.

Heavy rain, so patrol camped at the Rest House for the night.

3.3.61.

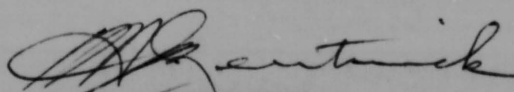
The patrol moved back to Kanga village (9 6 hour walk). Camped here.

4.3.61.

Patrol arrived back at Kokoda station having completed the Lower Chirima patrol.

General Remarks about the patrol

1. Census - These people are decreasing in numbers year by year. They have an Aid Post at Asimba but will not take their sick to it.
Total Births = 7 Total Deaths = 4 (since last census.)
The percentage of men away at work is not high at all.
2. Taxes - The ADO addressed the people gathered at each village about taxation before really collecting it. The few exemptions asked for were granted. The men paid their tax without any trouble.
Total tax collected on this patrol = £ 28 - 10 - 0
3. Villages - All villages were cleaned for the patrol. Where overcrowding in houses was observed the ADO gave orders for each family to have its own house built.
4. Labour - Young men in these villages seem to prefer to stay at home. Very few have gone out to work.
5. Roads & Bridges - Roads are being fairly well maintained but orders were given for quite a few foot bridges to be repaired.
6. Health - The people are dying off from bowel complaints. The Aid Post and Kokoda hospital has large quantities of sulpho guisanidine which will cure these complaints, but the people will not come to take advantage of these aids to health. The children are covered with sores and scabies. The native Aid Post Orderly reports that the people refuse to congregate for him to inspect them when he is on patrol.
7. SAPS - These people have no money, so the number of applications were few.
8. Cash crops - Only the Kanga people have asked that the Agriculture Officer, Kokoda send them some of his native assistants to help them start planting Cacao or Coffee. These Kanga people have a few Rubber trees in their area and they sell their Rubber to Mamba Estates. All the rest of the Chirima people seen were not at all interested in bettering themselves by growing Cash crops. They are afraid of the long distances their products will have to be carried before they make a penny.


(R.A.J.BENTINCK.)

Assistant District Officer.

VILLAGE POPULATION REGISTER

YEAR 1961 LOWER CHIRIMA VALLEY TAX/CENSUS DIVISION. Govt. Print.—4437/10.60.—10,000.

VILLAGE	DATE OF CENSUS	BIRTHS		DEATHS												MIGRATIONS				ABSENT FROM VILLAGE				LABOUR POTENTIAL				FEMALES			TOTALS (excluding absentee)				GRAND TOTAL				
				0-1 Mth.		0-1 Year		1-4		5-8		9-13		Over 13		Females in Child Birth		IN		OUT		AT WORK		STUDENTS		MALES		FEMALES		Pregnant	No. Child bearing age	Average Size of Family	Child			Adults			
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F				M	F					
KANGA	23/2	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	1	-	-	-	-	-	-	1	6	1	7	1	7	1.9	5	2	7	11	28.
SEIBA	24/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	6	2	5	1	5	3	1	6	5	5	18.
KARUKARU	25/2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6	-	4	-	-	-	-	-	-	14	36	10	27	4	27	1.6	27	21	27	31	116.
ASIMBA	27/2	-	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-	1	1	-	4	-	-	-	-	-	-	8	17	7	23	2	23	1.6	23	18	22	28	96.
SAMANA	27/2	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	2	-	-	-	-	-	-	-	2	15	4	13	3	13	1.2	5	9	13	15	45
KOROGO	27/2	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-	3	16	6	13	1	13	2	13	12	18	15	59
		2	5	-	-	-	2	1	-	-	-	-	-	1	-	-	-	1	3	11	-	12	-	-	-	-	-	28	96	30	88	12	98		74	68	92	105	362.

