

On April 14, 1870, W.L. Green, on behalf of the Waimea Grazing and Agricultural Company (WGAC), wrote to F.W. Hutchinson, Minister of the Interior, regarding the lease on Ka'ohē and Humu'ula, and the right to take wild cattle from the mountain lands around Mauna Kea. The application also itemized the number of head of cattle that might be taken from the neighboring lands per annum. Apparently, at this time, the application for a renewal of the lease on Ka'ohē was not granted; instead, John P. Parker II secured the lease on June 5<sup>th</sup>, 1871, thus enlarging the range adjoining his Pā'auhau lands. Regarding the application of the WGAC, Green wrote:

**Honolulu**

**April 14, 1870**

**W.L. Green; to Hutchison, Minister of Interior:**

...I have the honor to address your Excellency in regard to our conversation of the 12<sup>th</sup> inst. respecting *the proposed lease to the Waimea Grazing Company of the Mountain Lands of **Mauna Kea** belonging to His Majesty's Government and of their interest in the wild mountain cattle.*

As I endeavored to explain to your Excellency the Grazing Company could not expect to make anything if they paid the same sum for the Government lands and cattle as they do for **Humuula** & the Crown interest in the cattle on **Humuula** viz \$800. per annum — which would make \$1600 per annum in all. *I presume it will not be questioned that the land of **Humuula** is of considerably more value than the Government mountain lands in question;* and I may state that my idea of the value of what the Government now proposes to lease is about \$500 per an. — say \$1300 per annum in all.

I understand that the Crown Commissioners would feel inclined to lower the rent of **Humuula** & the cattle of the Grazing Company would accept of a shorted term, and as possibly your Excellency may hold the same views with regard to *the Government mountain lands & cattle on **Mauna Kea***, I beg to make the following alternative offers for/in the name of the Grazing Co., for the consideration of your Excellency and the Crown Commissioners; *say for the Lease of **Humuula** & the Crown interest in the mountain cattle, and the lease of the Government mountain lands on **Mauna Kea** and their interest in the mountain cattle.*

Seven years Lease (instead of ten)	\$1300 per annum.
Five years “	\$1200.
One year's Lease with yearly privilege up to five years	\$1300.
Year by year with one year's notice from either party	\$1000.

*In these cases however, the Grazing Co. would wish to stipulate for a sheep grazing privilege on a certain portion of **Humuula** for Mr. Francis Spencer & assigns for whatever term may remain, short of ten years from August 1<sup>st</sup> 1869.*

In all the above offers I have considered that half the rent, say for **Humuula** counts from August 1<sup>st</sup> 1869, and the other half (for the Government interests) is to be reckoned from April 1<sup>st</sup> 1870. The lease to expire however, on the same day.

I beg to enclose a copy of the memorandum I showed your Excellency with some further remarks for your information...

Literal copy from W.L. Green's private Mem. Book of hides that might be reasonably counted on per an. made at Waimea:

Gr. Co's. Land	Lalakea Bush	400 hides per an.
Parker & Gr. Co. Land	Parker's Bush	400 “

Gr. Co. Land	Kohala Bush	100	“
Gr. Co. Land	Apipii Waikoloa	500	“
Government Land	Waikii	300	“
Gr. Co. Land	Amoku [Ke-amoku]	100	“
Government Land	Charley Hall	100	“
<b>Humuula Kalaieha –</b>	Louzada	500	“
<b>Humuula Hopuwai to Hanaipoe</b>		300	“
<b>Humuula Hilo Bush Kalaieha to Nauhi</b>		300	“

Deducting 900 Bush cattle of own leaves 2100 mountain hides – which is about the average number which have actually been obtained when the business has been prosecuted with energy.

It should be observed by the above list that a small population of mountain cattle may be expected from Government lands and how large a population of mountain cattle are obtained from the Grazing Company's seven lands for which they pay high rents.

Estimate of Mountain Hides:

2000 hides at 9½ \$ per Hd.	\$5700	
Cost of catching, killing & flaying	\$2250	
Salt & cartage to Waimea	\$750	
Drying – cartage to Beach frt. to Honolulu	\$1000	
Commission on sales cartage etc.	\$285	4285
Leaving for rent, profit, etc.	\$1415.	

N.B. 9½ \$ is an extreme price.  
[HSA – Interior Department Lands]

**January 2, 1871**

**R.C. Janion and W.L. Green (Waimea Grazing Company);  
to R.M. Kibbin, M.D.**

**(Dissolution of the Waimea Grazing and Agricultural Company,  
and transfer of Humu'ula, other lands, livestock and resources):**

Memorandum of Agreement made and entered into this second day of January A.D. 1871 between Robert Janion of Liverpool and W.L. Green of Honolulu, sole owners of the Stock and Property of the Waimea Grazing and Agricultural Company incorporated of the one part, and Robert M. Kibbin M.D. of Honolulu of the other part. Witnesseth that for and in consideration of the sum of Nineteen Thousand Dollars paid by the said Robert M. Kibbin to the said patties of the first part, the receipt of which is hereby acknowledged, they the said parties of the first part do hereby agree for themselves as such sole proprietors in said Company to and convey by proper and sufficient Deeds to the said Robert M. Kibbin his heirs or assigns at their cost and expense, all the Lands, tenement and premises, cattle, horses and other live stock, and all personal property there on and elsewhere in the Island of Hawaii, and which lands are more particularly described in the Schedule hereto annexed; as well as those held under fee simple as those held under terminable Leases, and which are this day sold subject to the Rents and reservations on the tenants part therein respectively contained and which are hereafter to be paid and performed by the party of the second part, his heirs, representatives and assigns.

This Conveyance and Agreement of the foregoing properties to be carried into effect by proper Deeds as soon as the said Charter shall have been annulled and the Company dissolved in accordance with the Statutes for the said purposed provided and which the parties of the first part undertake to do without delay...

Schedule of Lands Reference to in the written Deed.

Land of **Nahuina**, Royal Patent 632; 2 Lots at Kawaihae; Stone House Premises at Lihue; Sundry Kuleanas on Puu Kapu; Tract on Ouli; Billy Bells lot; Paddock at **Puuloa**, 6 acres; Lease of Puu Kapu from the Crown; Lease of Waikoekoe from Guardians of Lunailo; Lease of Lalakea from Keau Hao; *Lease of Humuula from the Crown*; Leases of Cattle running and pasturing from Spencer on Waikoloa; Beadle Hill; Pitman Lease; Holuokawai; **Kalopa** and Puuanahulu; *Agreements with Simmons and Kipi and with laukea about Pasturing Cattle*.

Recorded & Compared this 6<sup>th</sup> day of February A.D. 1871... [BoC Liber 31:374-375]

On January 6<sup>th</sup>, 1871, the Commissioners of Crown Lands authorized an extension of ten years on the lease of Humu'ula to the "Waimea Grazing Company," also known as the Waimea Grazing and Agricultural Company; in which Francis Spencer was still a lead player at the time. The lease included the notes of survey, referencing key points along the boundary of Humu'ula and Ka'ohē, from the upper forest to the summit of Mauna Loa at Pōhaku o Hanalei, and along the Hilo lands cut off by Humu'ula. It is of importance to note that the forest was to be protected, and all improvements such as walls, trails-roads, and structures were considered property of the Crown Lands Commission upon termination of the lease.

**January 6, 1871**

***Indenture Between the Commissioners of Crown Lands,  
and the Association known as the Waimea Grazing Company:***

All that tract or parcel of land situated on the Island of Hawaii known and described as follows to wit:

**Humuula**— "Commencing at a pile of rocks erected on **Papaalepo Hill**, the bottom rock marked KIV on the Boundary of Komoko [Kamoku; see Register Map 668; Wiltse, 1862]. The boundary runs...to a pile of rocks, bottom rock marked KIV, on the top of a small hill called **Ahuamoa**; thence...to the top of a low flat hill called **Ahuapoopuaa** at the *mauka* corner of the land of Komoko; thence in a South Westerly direction bounded by the lands of **Kaohē** and **Kalala** to a rock on the slope of Mauna loa called **Pohakuohanalei**; thence in a North Easterly direction bounded by the land of **Kapapala**; thence in a North Westerly direction bounded by **Waiakea**; thence in a Northerly direction bounded by **Mauna Kea, Piihonua, Makahanaloa, Hakalau, Piha, Maulua, Kapehu** and **Laupahoehoe** to a pile of rocks on a rocky ridge running East & West; thence in a Northerly direction bounded by the other part of **Humuula** to Commencement..."

...During the term of Ten Years to commence the First day of January A.D. 1870... Paying therefore unto the said Land Commissioners or their successors in office, the yearly rent of Eight Hundred Dollars...and *that they will not commit or knowingly permit or suffer any waste to be done on the said demised premises, or cut down or permit to be cut down any trees on said land, of Humuula.*

And will at the end or expiration of the term hereby granted yield up unto the said Commissioners...the premises hereby demised, with all erections and buildings now on or hereafter to be put upon the same in as good order and condition in all respects (reasonable wear and tear and damage by fire and other inevitable causalities excepted) as the same are at present or may hereafter be put by the said Party of the Second Part or those entitled to the Lessee's interest...

Jno. O. Dominis, Commissioner and Land Agent  
The Waimea Grazing & Agricultural Co.  
W.L. Green, President  
Theo. H. Davies, Secretary

*And it is further intended by the parties of the First Part to convey to the said parties of the Second Part the right to Kill all Wild and Unbranded Cattle within the District herein above referred to.*

(Signed) Jno. O. Dominis. [HSA Lease Book, Series 369 Vol. 5]

**January 6, 1871**

**John O. Dominis to Waimea Grazing Company**

***(Lease of the Crown Land of Humuula, and right to take wild cattle):***

This Indenture, made this Sixth day of January A.D. 1871 between the Commission of Crown Lands, of the First Part, and the Association known as the Waimea Grazing Company, doing business on the Island of Hawaii of the Second Part. Witnesseth; That for and in consideration of the Rent and Covenants by the Party of the Second Part to be paid, kept, and informed, they the said Land Commissioners, by virtue of the authority in them vested by the Act entitled "An Act to relieve the Royal Domain from encumbrances, and to render the same inalienable," approved January 3<sup>rd</sup>, 1865 have demised and leased, and by these presents do demise and lease unto the said Party of the Second Part, and to Their Heirs Executors, Administrators and Assigns *all that tract or parcel of land, situated in the Island of Hawaii known and described as follows, to wit: Humuula –* "Commencing at a pile of rocks erected on Papaalepo Hill, the bottom rock marked K. IV. on the Boundary of Komoko – The Boundary runs S. 37 W. (Variation 9° 43' East) 141 20/100 Chains to a pile of rocks, bottom rock marked K.IV. on the top of a small hill called Ahuamoa – thence S. 42° 20' W. 172 Chains to the top of a low flat hill called Ahuapoopuaa at the *Mauka* Corner of the land of Komoko – thence in a South Westerly direction bounded by the land of **Kaohe** and Kalala to a rock on the slope of Mauna Loa called **Poho Kuo hanalei** [Pohakuohanalei], thence in a North Easterly direction bounded by the Land of Kapapala, thence in a North Westerly direction bounded by Waiakea, thence in a Northerly direction bounded by **Waiakea, Piihonua, Makahanaloa, Hakalau, Piha, Maulua, Kapehu and Laupahoehoe**, to a pile of rocks on a rocky ridge running East and West, a rock in the bottom of the pile marked K. IV. from thence in a Northerly direction bounded by the other part of **Humuula** to commencement." *With all the rights, easements and appurtenances thereunto belonging:* To have and to hold, unto the said Party of the Second Part. Their Heirs and Assigns for and during the term of Ten years to commence from the First day of January A.D. 1870. The said Party of the Second Part, yielding and paying therefore unto the said Land Commissioners or their successors in Office the yearly rent of Eight Hundred Dollars payable semi annually over and above all taxes, charges and assessments to be levied as imposed thereon by Legislative authority...

*...And that they will not commit or knowingly permit or suffer any waste to be done upon the said demised premises or cut down or permit to be cut down any trees on said land of Humuula and will at the end or expiration of the term hereby granted yield up into the said Commissioners or their successors all and singular the premises hereby demised, with all erections and buildings now on, or hereafter to be put upon the same in as good order and condition in all respects (reasonable wear and tear, and damage by fire and other inevitable casualties excepted) as the same are at present, or may hereafter be put by the said Party of the Second Part or those entitled to the Lessee's interest in the premises... [BoC Liber 32:27-29]*

**Waimea**  
**May 22<sup>nd</sup>, 1871**

**Chas. T. Gulick; to F. Spencer:**

...I am directed by His Excellency the Minister of the Interior to acknowledge the receipt of yours of the 17<sup>th</sup> inst. in reference to the land of **Kaohe**, and he desires me to say that he has not had time to consult with Gov. Dominis, who has just returned from Hawaii, on the subject, but will investigate the matter and inform you further by next mail. His Excellency desires me to ask you if you will be kind enough to send him four (2 pairs) mountain geese (brandt) by the first opportunity – they are to exchange with the Acclimatization society of New Zealand which has already very kindly sent quite a number of their birds – The Minister is willing to pay a reasonable or even a handsome price for them, and is desirous of sending them, by the next trip of the Nevada which sails on the 4<sup>th</sup> or 5<sup>th</sup> of June. ...

P.S. If you can induce the natives to catch any of the Native Hawaiian birds – *not honey birds* – His Excellency is desirous of obtaining them for the same purpose, and will pay what you may consider a reasonable price for them. [HSA ID Letter Book 10:464]

**June 5, 1871**

**F. Hutchinson, Minister of the Interior; to J.P. Parker**

**Government Lease no. 156**

**(Demising a five year lease on the land of Kaohe, and right to take unbranded wild cattle from the land.):**

This Indenture of Lease made this fifth day of June A.D. one Thousand Eight hundred and Seventy one by and between His Excellency Ferd. Hutchinson, His Hawaiian Majesty's Minister of the Interior on behalf of the Hawaiian Government party of the first part and John Parker of Waimea, Hawaii, party of the second part, Witnesseth that the said party of the first part for and in consideration of the covenants and agreements hereinafter set forth has leased and doth hereby lease unto the said party of the second part all that tract of lands known as **Kaohe** situated in the district of Hamakua, Island of Hawaii. Which land the said party of the second part, his Executors, administrators and assigns, are to possess together with all its present improvements and advantages, also the right to kill the wild unbranded cattle thereon, for the term of five years from the date of this indenture, without unlawful molestation, provided that he or his said representatives will yearly pay or cause to be paid unto the said party of the first part the sum of Four Hundred Dollars in four quarterly payments at the Interior Office in Honolulu, that is to say One Hundred Dollars on the fifth day of June, September, December and March of each and every year during the term of this Lease, and in addition thereto pay any taxes now or to be hereafter imposed by law on landed property which are applicable to leasehold estates...

...And the said party of the second part doth further covenant and agree to and with the said Minister of the Interior and his Successors in Office, that he will not under let the same premises nor any part thereof, and that he will not suffer, strip nor waste thereof, and that in case he shall under let the same or any part thereof or suffer, strip or waste thereof the said Minister of Interior at his option, if in his judgment the interests of the Government shall so require, may at any time thereafter determine this lease, and enter upon the premises and expel the lessee... [HSA – DLNR 2 Vol. 15]

**Hilo**  
**March 5<sup>th</sup>, 1873**

**R.A. Lyman; to J.O. Dominis:**

...The following are the unleased Crown lands...

...**Piihonua** runs from just above Mr. Hitchcock's in the upper edge of the forest. Have received about \$60. a year for it. The natives living on the land offer \$100. a year to lease it for 5 years. I will lease it to them for \$150. a year with the privilege of taking the unbranded hides.

If you will include the birds in the lease, I will pay more for it. I do not wish the birds killed, but the privilege of catching them... [HSA, ID Lands]

**April 14<sup>th</sup> 1873**

**J.O. Dominis, Board of Commissioners of Crown Lands; to Maa & Paahao  
(Lease of the Ahupuaa of Piihonua, and Right to take Wild Cattle):**

This indenture made this 14<sup>th</sup> day of April A.D. 1873 between the Commissioners of Crown Lands of the first part and Maa & Paahao of Hilo, Hawaii, of the second part. Witnesseth: That for and in consideration of the rent and covenants by the party of the second part to be paid, kept and performed, they the said Land Commissioners by virtue of the authority in them vested by the Act entitled "An Act to relieve the Royal Domain from encumbrances, and to render the same inalienable," approved January 3<sup>rd</sup>, 1865; have demised and leased and by these presents do demise and lease unto the said party of the second part and to their heirs, executors, administrators and assigns all that tract or parcel of land situated in **Piihonua**, Hilo, Island of Hawaii. Known and described as follows, to wit: All the **Ahupuaa** known as **Piihonua** outside of the town of Hilo, commencing at the mauka boundary of the lot of land formerly leased to Mr. Hitchcock and running mauka to the extreme mauka boundary of the land of **Piihonua**, joining **Humuula**; With all the rights, easements and appurtenances thereunto belonging; To have and to hold unto the said party of the second part, their heirs and assigns for and during the term of five years, to commence from the 15<sup>th</sup> day of April A.D. 1873, together with the right of Killing wild cattle with the privilege of subletting this right. The said party of the second part yielding and paying therefore unto the said Land Commissioners or their successors in office the yearly rent of Two hundred (\$200) dollars per annum...

...And that they will not commit or knowingly permit or suffer any waste to be done upon the said demised premises or cut down, or permit to be cut down any trees on said land, excepting for use on the lands, and will at the end or expiration of the term hereby granted yield up unto the said Commissioners or their successors, all and singular the premises hereby demised, with all erections and buildings now on, or hereafter to be put upon the same in as good order and condition in all respects (reasonable wear and tear and damage by fire, and other inevitable casualties excepted)... [BoC Liber 38:32-33]

**Hilo, June 9, 1873**

**R.A. Lyman, to J.O. Dominis, Agent of Crown Lands  
(Regarding Boundaries of Humu'ula and Neighboring Lands,  
and Disposition of Pi'ihonua):**

...Enclosed, please find a list of lands as near as I can make it out at present. I have written to Mr. Wiltse and Hoapili asking them to send you correct lists of lands in their districts and to forward me copies as soon as possible. Please to send me surveys of as many of the lands as you can. If the surveys made by my brothers have been lost, I think that any brother could make out new copies of most of them. The survey of **Humuula** made by Wiltse cuts way into Waiakea as surveyed by Webster and cuts off several miles of Kapapala and Keauhou.

*Kahue, Wiltse's Kamaaina swears that they did not go to a single point on the boundary of **Humuula** along in the woods and did not put any flags there but that he pointed out some above the woods where he guessed the points were and they signed to them.*

The **Piihonua** people are very much put out about the survey of **Humuula** as they supposed they had leased **Piihonua** by the ancient boundaries and the survey of **Humuula** cuts off a strip several miles wide clear across the head of the land and leaves no wild cattle to speak of for **Piihonua**. They say they cannot afford to pay \$100 a year for the woods of **Piihonua** now. [HSA, Crown Lands File]

**April 30, 1875**

**A.S. Spencer; to F. Spencer**

**Mortgage Deed**

**(Documenting the operation of the Sheep Station at Kalaieha):**

This Indenture made this 30<sup>th</sup> day of April 1875 between Ashford Sydney Spencer of Waimea, District of South Kohala, Island of Hawaii, Hawaiian Islands, of the one part, and Francis Spencer of the same place of the other part, Witnesseth: That the said Ashford Sydney Spencer, for and in consideration of the sum of Two Thousand Five Hundred Dollars, to him paid by the said Francis Spencer... hath granted, bargained & sold... ..the undivided half interest which the said Ashford Sydney Spencer holds jointly with the said Francis Spencer in and to a flock of about five thousand sheep running at the **sheep station of Kalaieha** on the district of Hilo, Island of Hawaii aforesaid and marked with an ear mark thus \_\_\_\_\_ [blank]: together with the increase of all the lambs from said flock of sheep and the produce of the wool and hides of said flock of sheep, together with all their increase; also all the horses, mares and colts of the said Ashford Sydney Spencer, branded thus \_\_\_\_\_ [brand depicted] consisting of about one hundred head and being and running upon the Island of Hawaii aforesaid... [BoC Liber 44:131-133]

As recorded above, Parker's securing the lease on the Ka'ohē mountain lands by conveyance in 1871, facilitated changes in the Waimea Grazing and Agricultural Company's range of operation on the *'āina mauna*—removing the entire *ahupua'a* of Ka'ohē (most of Mauna Kea) from the interests of the WGAC. A further reduction of the WGAC's role on the *'āina mauna* transpired on March 6, 1876, when the Commissioners of Crown Lands entered into a new lease for the land of Humu'ula, between itself and James W. Gay. The conveyance of March 6<sup>th</sup>, 1876, granted all the land of Humu'ula by terms of 25 years, including the right to kill wild and unbranded cattle from the land; though reserved the trees on the land. Also of importance, all improvements ranging from buildings, walls, trails and roads were to become the property of the Crown upon termination of the lease (Crown Lands Lease No. 75). The instrument reads:

**March 6, 1876 (Lease No. 75)**

**Crown Lands Estate, to James W. Gay**

**(Disposition and terms of the 25 year Lease of Humu'ula):**

...This Indenture made this Sixth day of March A.D. 1876 between the Commissioners of Crown Lands of the first part, and James W. Gay of Honolulu, in the Island of Oahu of the second part.

Witnesseth: That for and in consideration of the rents, covenants and agreements hereinafter reserved and contained on the part and behalf of the said party of the second part, his executors administrators and assigns, to be paid kept and performed, they the said parties of the first part, by virtue of the authority in them vested by the act entitled "An Act to relieve the Royal Domain from encumbrances and to render the same inalienable" approved January 3<sup>rd</sup>, 1865 lease demised and leased, and by these presents do demise and lease unto the said party of the second part, his executors, administrators and assigns, *all that tract and parcel of land situated in Island of Hawaii one of the Hawaiian Islands known as the land of **Humuula** the boundaries whereof are or will be more particularly described in the Certificate of the Commissioner of Boundaries for the said Island of Hawaii. Together with full and free liberty to kill all wild and unbranded cattle which may be found upon the said land. Except the timber trees, and all young trees fit*

*and proper to be raised and preserved for timber trees, now growing or being, or which shall hereinafter grow, or be in and upon the above demised premises, or any part thereof together with free liberty of ingress, egress and regress, to and for the said parties of the first part and their successors in office. To Have and to Hold, all and singular, the said premises above mentioned described with the appurtenances (except as before) excepted unto the said party of the second part, his executors, administrators and assigns, for and during the term of twenty five years to commence from the first day of April A.D. 1876 the said party of the second part, his executors administrators and assigns, yielding and paying therefore, from and immediately after the commencement of the said term, and during the term thereof unto the said parties of the first part and their successors in office the yearly sum of Eight-hundred Dollars by semi-annual payments, dues and above all taxes, charges and advancements to be levied or composed thereon by Legislative authority the first payment of the said rent to be made on the first day of October next ensuing the date last aforesaid...*

*...And also that he the said party of the second part, his executors administrators and assigns shall not nor will at any time during the term hereby granted, do or commit, or permit or suffer to be done, any willful or voluntary wastes, spoil or destruction, in and upon the above demised premises or any part thereof, or cut-down, or permit to be cut-down any trees now growing or being, or which shall hereinafter grow or be in and upon the above demised premises, or any part thereof, except for use on the said land: and will at the end or other sooner determination of the said term hereby granted, peaceably and quietly leave and up unto the Said parties of the first part, or their successors in office, all and singular the premises hereby demised, with all erections, buildings and improvements of whatever name or nature, now on or which may be hereafter put, set up, erected and placed upon the same, in as good order and condition in all respects (reasonable use wear and tear excepted) as the same are at present or may hereafter be put by the said party of the second part, his executors administrators and assigns. And also that he the said party of the second part, his executors or administrators, or any of them, shall, not nor will at any time during the continuance of the said term, let, set or assign over the said premises, or any part thereof, to any person or persons whomsoever, for any term or time whatsoever, without the license and consent of the said parties of the first part, or their successors in office, in writing, under their hands first had and obtained for such purpose... [BoC Liber 45:258-261]*

In 1882, James W. Gay mortgaged the livestock and resources he held on Humu'ula, to Paul Isenberg, of Hackfeld Company. The description of the conveyance describes the land use activities from sugar plantation on the lowlands, to some 10,000 sheep on the sheep station lands.

**August 5, 1882**

**J.W. Gay to P. Isenberg**

***Indenture of Livestock and Resources of the Humuula Sheep Station:***

...This Indenture made the 5<sup>th</sup> day of Aug. A.D. 1882 between Jas. W. Gay of Waimea on the Island of Hawaii, Sheep farmer of the first part and Paul Isenberg of Honolulu on the Island of Oahu, Merchant of the second part. Whereas the said James W. Gay is the owner of certain *flock of sheep numbering in the whole Ten thousand or thereabouts* and branded \_\_\_\_\_ [diagram] now depasturing upon the land called and known as **Humuula** in the District of Hilo on the said Island of Hawaii and is also entitled under a certain Agreement dated the 17<sup>th</sup> day of June, 1881, made between him the said James W. Gay on behalf of himself and his then partner Llewellyn Smith of the first part, and the Ookala Sugar Plantation Company of the second part to one tenth part or share or one sixteenth part or share respectively of the sugar grown, produced or manufactured by the said Company from and planted upon certain parts of the said land of **Humuula**. And whereas the said Paul Isenberg hath agreed to lend and advance to the said James W. Gay the

sum of Fifteen thousand Dollars upon the security of the said sheep and share in the said Sugar Now this Indenture Witnesseth that in pursuance of the said Agreement and in consideration of the sum of Fifteen thousand Dollars lent by the said Paul Isenberg to the said James W. Gay, the receipt whereof is hereby acknowledged. He the said James W. Gay doth hereby grant, bargain, sell, assign, transfer and make over unto the said Paul Isenberg, his executors, administrators and assigns All those flocks of sheep numbering together Ten thousand or thereabouts and branded and now depasturing, running or being upon the said land of **Humuula** part or parts thereof. Together with *all the natural increase of the said flocks and also all the wool now upon the said sheep or which during the continuance of this security may be produced and shown from the said sheep and their said increase.* And also all that the past share or proportion of him the said James W. Gay of in and to the said Sugar to be grown, produced or manufactured from cane grown upon the said land pursuant to the said Agreement... [BoC Liber 76:322-324]

**July 6<sup>th</sup>, 1883**

**C.H. Judd, for the Crown Commissioners; to Jas. W. Gay**

**(Seven year extension of the Lease of Humuula, to April 1, 1908):**

Memorandum of Agreement entered into this sixth day of July 1883 Between the Commissioners of Crown Lands and the within named James W. Gay whereby it is agreed that the within Lease shall be and is extended for the term of Seven Years from the first day of April last... ..rental of \$1000.00 per annum... [BoC Liber 45:259]

### ***History of the Humu'ula Sheep Station and Land Use on the 'Āina Mauna***

In his personal notes, A.W. Carter documented facets of the history of land use and conveyances associated with the Humu'ula Sheep Station. His notes (viewed in the Parker Ranch & Paniolo Preservation Society Collections) provide us with a fairly detailed summary of that history, and are partially based on his personal experiences and research. Readers will also find additional information—clarifying, and in some instances correcting certain points made by Carter—pertaining to land use and the individuals involved on the mountain lands, in other records cited throughout this section of the study. As a part of the present research, a careful review of many of the conveyances was made in order to identify those who were a part of the history of the mountain lands, and to identify historical resources which were referenced in the archival documentation.

**December 12, 1946**

***Humuula Recollections of A. W. Carter***

James W. Gay started the **Humuula** Station as a sheep station and established his headquarters at **Keanakolu** and built the sheep shearing shed there. This was apparently in 1876. He found that this section was so wet, it was impossible to handle the wool and his shed and equipment were pulled down and taken by bullock cart into Waimea and from there, to **Kaleieha** via Waikii. Kaleieha has been the headquarters ever since. **Keanakolu** was between twenty and thirty miles from Kaleieha but the bullock cart could not haul over the shorter distance. That is the reason it was taken in a roundabout way.

Shortly after the beginning of Mr. Gay's occupancy, the place was, I think, operated as a sheep station. The first few years, I imagine he put in his time shooting wild cattle and selling the hides which was quite a business on both sides of **Mauna Kea**.

Mr. Gay obtained a lease of **Humuula** on March 6, 1876. The original lease was signed by John O. Dominis, Commissioner and Land Agent for the Board of Commissioners of Crown lands. The term of the lease was 25 years from April 1, 1876 and the annual rental was \$800. The lease covered:

“All that tract and parcel of the land situated in the Island of Hawaii, one of the Hawaiian Islands, known as the land of Humuula and the boundaries whereof are or will be more particularly described in the Certificate of the Commissioner of Boundaries for the said Island of Hawaii, together with full and free liberty to kill all wild and unbranded cattle which may be found upon the said land.”

Subsequently, on October 30, 1883, a Charter of Incorporation of the **Humuula** Sheep Station Co. was given to James W. Gay by Chas. T. Gulick, Minister of the Interior. Capital was \$100,000.00. 1000 shares at \$100, the stock being owned by James W. Gay (400 shares) Conrad Henke (400 shares), and Paul Isenberg (200 shares). On October 31, 1883, the lease was assigned to the **Humuula** Sheep Station Co. by James W. Gay, consent to this assignment having been given on July 30, 1883 by Charles H. Judd, Crown Commissioner and Land Agent. At that time also (July 30, 1883) the Commissioner of Crown Lands extended the term of the lease for a period of 7 years and the rent was increased to \$1,000. per annum and the additional reservation given to Mr. Gay, as follows:

“Adding to the reservations that all indigenous wild birds for the time being on the said lands, with the full right to take, kill or capture the same.”

At the time James W. Gay assigned the lease (October 31, 1883) he reserved to himself “the lower or *makai* portion bounded on the East by the sea, on the south by Kaawalii Gulch in Waipunalei, on the north by the land of Ookala and on the west by a line through the woods to include in the above *makai* reserved portion, an area of 1200 acres more or less.” By this same document, he sold all herds and flocks of sheep and cattle running in and upon the land of **Humuula**, 150 head of horses, and all agricultural implements and other chattels used in connection with the sheep station.

Sometime about 1887, A. Haneberg apparently went to **Humuula** as manager as he testified at the hearing for boundaries in 1891 that “he had been there about 4 years.”

On September 26, 1895, J.F. Brown, Commissioner, consented to the assignment of the **Humuula** lease for the balance of the term, together with the extension by James Gay to Messrs. H. Hackfeld & Co. Hackfeld sent up a couple of young German officers who operated the place. I remember seeing their swords and helmets on the wall of the room at Kaleieha. One of them was murdered and it was never known whether the survivor murdered him or not.

Subsequently a Mr. Glade, as a young man, was sent up by Hackfeld & Co. and managed the place for some time.

Later, the stock of the corporation was sold to Mr. Gramberg. He remained there a number of years. He sold out to Sam Parker Sr. in 1906, who gave it to his sons, principally to Sam Parker Jr. but he prevailed upon them to permit him to mortgage it, for a large sum of money. Sam Parker Jr. decided to sell **Humuula**, or the stock of the company. He promised Davies & Co. to give them the first chance to purchase it but Davies & Co. considered his price too high. He promised Shingle the second chance but Shingle ridiculed Sam for the amount he was asking. He then came to my man and the Parker Ranch purchased all of the corporation stock for the price he asked. The Parker Ranch has held the lease continuously since that time.

At the time I purchased the lease of **Humuula** [conveyance of 1915], the piece of land at Waipunalei, which was owned by Sam Parker, was conveyed to me. This has been a valuable addition to **Humuula** on account of the water in the gulch.

Mr. W. H. Shipman once told me that in the early days, he took cattle (steers, I think) to Pohakuloa for fattening. Whether he dealt through the government or the **Humuula** Sheep Station Co., I do not know.

I do not remember when the little house which formerly stood near the large eucalyptus tree and close to the end of the pipeline, was built. I do remember that Joe Mehrtens lived in that little house and attended to the water. He lived there alone. I think his reason for staying there was that he had eczema very badly and so long as he lived there in that cool climate, it did not bother him... [Journal of A.W. Carter, December 12, 1946]

### ***Leasehold Interests and Ranching in Humu'ula and Pi'ihonua (1883-1900)***

Following James W. Gays' securing an extension on his original lease of Humu'ula, he then moved to organize a Joint Stock Company on July 30<sup>th</sup>, 1883. The agreement was witnessed by H.F. Glade (Hackfeld & Company), and Edward Preston (BoC Liber 93:152-153). On October 30, 1883, a Charter of Incorporation of the Humuula Sheep Station Company was given to James W. Gay by Chas. T. Gulick, Minister of the Interior. Company capital was \$100,000.00, in one thousand shares sold at \$100.00 each. The stock was owned by James W. Gay (400 shares) Conrad Henke (400 shares), and Paul Isenberg of Hackfeld & Company (200 shares). On October 31, 1883, Gay then assigned his lease of Humu'ula to the Humu'ula Sheep Station, Company, represented by H. Hackfeld and Company (BoC Liber 86:79-80).

On June 1<sup>st</sup>, 1885, the Humuula Sheep Station Company and H. Hackfeld and Company, entered into a mortgage agreement in the amount of \$30,000.00 covering all livestock, property, buildings, tools, wagons and other resources of the company (BoC Liber 97:151-153). The mortgage was paid in full on July 1<sup>st</sup>, 1886, and all interest in the operation returned to the Humuula Sheep Station Company (ibid.), with Hackfeld still representing the sheep station.

As the Humuula Sheep Station Company was developing, and its management program settling in, the *ahupua'a* of Pi'ihonua was also being considered for ranching interests. In 1887, John Timoteo Baker, husband of Chiefess Ululani, Governess of Hawai'i Island (later also the Governor of Hawai'i), secured a lease from the Commissioners of Crown Lands for the *ahupua'a* of Pi'ihonua, including the forest lands and Pu'u 'O'o. While Baker had interests in ranching, he apparently did not actively pursue the activity on the Pi'ihonua mountain lands until the 1890s. Baker secured Lease No. 103, from the Commissioners of Crown Lands on March 21<sup>st</sup>, 1887.

***March 21<sup>st</sup>, 1887***

***Curtis P. Laukea, Paul P. Kanoa,***

***Commissioners of Crown Lands; to John T. Baker***

***(Twenty year Lease of the Ahupuaa of Pi'ihonua):***

### ***Lease Number 103***

This indenture made this 21<sup>st</sup> day of March A.D. 1887. Between the Commissioners of Crown Lands of the first part, and John T. Baker of the Second part. Witnesseth, that for and in consideration of the rents, covenants and agreements hereinafter reserved and contained, on the part and behalf of the said party of the second part his executors, administrators and assigns, to be paid, kept and performed, they, the said parties of the first part, by virtue of the authority in them vested, by the Act entitled "An Act to Relieve the Royal Domain from Encumbrances, and to render the same Inalienable," approved January 3d, 1865, have demised and leased, and by these presents do demise and lease, unto the said party of the second part, his executors, administrators and assigns,

ALL that tract and parcel of lands, situated in Hilo, Island of Hawaii one of the Hawaiian Islands, known and described as follows, to wit:

*The Ahupuaa of Pi'ihonua*, as by Survey described in Crown Land Book of Surveys, page 10 Area 57,220 Acres, more or less. Excepting such portions of said *ahupuaa* that are now under lease and excepting also all mineral or metallic mines and the timber trees, and all young trees fit and proper to be raised and preserved for timber trees, now growing or being, or which shall hereafter grow, or be in and upon the above demised premises, or any part thereof; together with free liberty of ingress, egress and regress, to and for the said parties of the first part, and their successors in office. To have and to hold, all and singular, the said premises above mentioned and described, with the appurtenances, (except as before excepted) unto the said party of the second part, his executors, administrators and assigns, for and during the term of Twenty Years, to commence from the Twenty-first day of March A.D. 1887 the said party of the second part his executors, administrators and assigns, yielding and paying therefore, from and immediately after the commencement of the said term, and during the continuance thereof, unto the said parties of the first part, and their successors in office, the annual rent of One Hundred and Fifty \$150. Dollars, over and above all taxes, charges and assessments to be levied or imposed thereon...

*And also, that he the said party of the second part, his executors, administrators and assigns shall and will bear, pay and discharge, at his or their own expense, all costs and charges for fencing the whole or any part or parcel of the above demised premises, if such fencing should be so required by any law now in force, or that may be hereafter enacted by Legislative authority...*

*And also, that he the said party of the second part, his executors, administrators and assigns shall not, nor will at any time during the term hereby granted, do or commit, or permit or suffer to be done, any willful or voluntary waste, spoil or destruction, in and upon the above demised premises or any part thereof, or cut down, or permit to be cut down any trees now growing or being, or which shall hereafter grow or be in and upon the above demised premises, or any part thereof; and will, at the end or other sooner determination of the said term hereby granted, peaceably and quietly leave and yield up unto the said parties of the first part, or their successors in office, all and singular the premises hereby demised, with all erections, building and improvements of whatever name or nature, now on or which may be hereafter put, set up, erected and placed upon the same, in as good order and condition in all respects (reasonable use, wear and tear excepted) as the same are at present or may hereafter be put by the said party of the second part... [Lease No. 103 – State Land Division; and BoC Liber 106:126-129]*

Records of the Humu'ula Sheep Station Company, provide us with detailed notes describing its development and management of facilities at Pu'u 'Ō'ō, as an out-station of the company's interests. Apparently the Haneberg/Hackfeld partners believed that the Humu'ula boundary took in the Pu'u 'Ō'ō facility, thus Baker was denied use of the upper reaches of Pi'ihonua. By May 1891, Haneberg and company and John T. Baker entered into a law suit, with Baker claiming his right to the interests in the Pu'u 'Ō'ō section of Pi'ihonua. Proceedings of the Boundary Commission followed and cleared up the matter by its decision of October 3, 1891 (see Boundary Commission records in this study); and the case was settled in court in 1896 (see documents below).

### ***The Humuula Sheep Station Journal of August Haneberg***

In 1887, James Gay removed himself from the business enterprise at Humu'ula, and August and Armin Haneberg assumed management responsibilities of the Humuula Sheep Station Company<sup>34</sup>. On November 5, 1889, an annual meeting of the Humuula Sheep Station Company took place, and officers were elected, they were: August Haneberg, President; Armin Haneberg, Vice President; J.F. Hackfeld, Secretary and Treasurer (A.W. Carter, Humuula File; Parker Ranch Collection). With this action, the Haneberg brothers took over operation of the station, with its primary headquarters having been established in past years at Kalai'eha.

From the surviving Journal of August Haneberg (1890-1892), we learn much about the history and development of the sheep station, and use of lands in, and adjoining the *ahupua'a* of Humu'ula. The following notes provide readers with an overview of the documentation recorded in the journal of August Haneberg, President and manager of the Humu'ula Sheep Station Company (ca. 1887-1898). The citations include references to activities at the Humu'ula Sheep Station, Kalai'eha headquarters and out-stations at Pu'u 'O'o, Hopuwai, Laumaia, Keanakolu, and Waiki'i (generally written Waiki).

Additionally, various paddocks are named, including the — Horse Paddock I, II, III; Wether Paddock, Paddock I, II, III; Sheep Paddock I (around the 'Oma'okouli Hills); Sheep Paddock II (Around Pu'u 'O'o); Sheep Paddock III (around Laumaia); Sheering Paddock (adjoining the Kalai'eha Woolshed); Ram Paddock; Laumaia Paddock; Bullock Pen (Laumaia Section); and the *Aina Hou* (usually written *Aina Ho*) horse range. Several references are also made to Pua'akala (then, Hitchcock's place) and Hanaipoi (then under the charge of Samuel Parker).

Among the citations in the journal, are those documenting:

- Hunting wild cattle on the Pōhakuola flats, Pu'u Kumu, Kalepeamo, Laumaia, **Hopuwai**, as well as hunting wild dogs and pigs.
- Construction and maintenance of buildings and support facilities at Humu'ula, Pu'u 'O'o, Hopuwai, Laumaia, Keanakolu, and Waiki'i-Auwaiakeakua. All of these facilities were worked as a part of the Humu'ula Sheep Company's operation.
- Work on stone walls and fences at various locations along the boundary of Humu'ula, and in interior paddocks.
- Maintenance and development of trails and roadways from Humu'ula to Keanakolu and down to 'O'okala; and from Humu'ula to Waiki'i and on to Waimea. The journal also records that access across Humu'ula was at times denied to neighboring business interests.
- Survey disputes and proceedings of the Boundary Commission.
- Development of "Japanese Camps" in the field for laborers, when work was being done on various wall, fencing, road and telephone line projects.
- Development of the telephone pole and line system—the first phone call between **Hopuwai** and Kalai'eha was made on June 9, 1892.
- In September 1890, efforts were underway to kill the introduced thistle; by January 1891, Haneberg documented that efforts were underway to control the "Australian weed" (gorse); and by October 1891 crews were also periodically pulling out *Joi* weed. (See also the 1892 article by W.D. Alexander, regarding these efforts.)
- Transportation of sheep to Kawaihae.
- Collection and curing of cow hides.
- Regular work on garden plantings at the Humu'ula station.
- Planting of cypress and pine trees at Humu'ula and Pu'u 'O'o.
- Planting of potatoes at Keanakolu and Hopuwai.
- Hunting "geese" on the 'Aina Hou range.

<sup>34</sup> The date is based upon August Haneberg's testimony before the Commissioner on Boundaries in 1891 (see testimony in this study).

- Daily notes on the weather conditions (though rainfall amounts and temperatures were not given).

***Names of Individuals Associated with the Humu'ula Sheep Station Operation***

Readers will note that Haneberg's spellings were at times inconsistent, and it appears that German language influenced his approach to phonetically spelling names of the Japanese, Chinese and Hawaiian employees. His spellings of Hawaiian place names were also inconsistent. Another problem in deciphering the journals is that Haneberg's penmanship was at times difficult to read. He was not wordy, and often abbreviated words as well; most notably in the original texts, Japanese was often written "Japanese<sup>35</sup>."

***Japanese Employees.*** Primary tasks included – construction of stone walls, fences, and carpentry; sheering and herding sheep; baling wool; trail and road work; garden work; setting of phone poles and lines; weeding thistle and gorse; and general facility maintenance:

Moto, Kawamoto, Yamakiki, Taniguchi, Kosina (Kosima), Nakajiro, Kuramoto, Hadano, Sato, Moriwaki, Shirimoto, Tamaru, Matsu, Iwahei, Kumahei, Hatsubare, Punikio, Masaki, Sakamoto, Takahana, Haruka, Kumezu, Tokuhara, Matsutaki, Yamauchi, Matsushigi, Hazu (Hatsu), Nakatani, and Matsudaki.

***Chinese Employees.*** Primary tasks were as above, but also included weekly runs between Humu'ula, the out-stations, and Waimea with mail; the Kawaihae run with sheep, and for supplies; cooking; and hunting wild cattle:

Ah Fu, Ah Sing (Ah Tsing), Ah Nui, Ah Sir, Ah Fu, Ah Kong, Ah Ano, Pakenia, Ah Waa, Ah Sur, Ah Hoi, Ah Si.

***Other Employees and Personnel from Neighboring Ranches.*** Primary tasks included construction and maintenance of station facilities; tool work; supervision of labor crews; breaking horses; hunting wild cattle and pigs; herding sheep to Kawaihae; managing out-stations; overseeing the killing of thistles and gorse; and hunting and poisoning wild dogs:

Waltjen, Ellerbrock, Kramer (Cramer), J. Spohler, A. Brechthaupt, Portuguese Anton Fernandez, Burges, Plumer, D. McLane, Oelshluger, J.M. & Joe Horner; Maikai, Johnny Lindsey, Ernest Campbell, Bohrmann (Bormann), J. Muir, Frank Wilson, Kaiser, Jim Stevens, Deverill, Fitzsimmons, John Crowley, Palmer, John Donahoe, Johann Wulber, Wilhelm Munzel, Eben Low, Sam Parker, Kauwe, Schlemmer.

***Selected Entries from Haneberg's Journal—  
Describing Land Use, Development of Station Features, and Daily Operations***

***Tuesday, July 1<sup>st</sup> 1890.***

Spohler returned from Waimea, mule "John Bull" had bladders on all four legs; *Ellerbrock puts out poison and shoots pigs*; Moto weeds garden paths; *8 Japanese work on fence Sheep Padd III.*

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<sup>35</sup> The term "Japanese" has been used throughout the following citations.

Heard dogs bark up *mauka* of Sheep Padd III. Caterpillars are doing immensely damage to pastures.

Weather dry and warm all day; Trade wind. [page 1]

**Friday, July 11<sup>th</sup> 1890.**

Returned to **Kalaieha** [from **Hopuwai**]. Rain kept up at **Hopuwai** all night and morning; *all gulches along towards Kalaieha full of water roaring down; Japanese on fence Sheep Padd III stopped work all day; Water passed through openings in walls through gulches without injuring the same.*

Trade wind; cold and shivering, fog, rain stopped towards evening. [page 3]

**Monday, July 21<sup>st</sup> 1890.**

Spohler and Burges pack wire to *Japanese Camp fence Laumaia Sheep Padd III*; 7 Japanese work on fence there; Kuramoto and 7 Japanese shear sheep; Moto bundles fleeces; Crāmer cuts top pieces for Wool bags; Waltjen and Ellerbrock with sheep at **Waimea**.

Weather: Frost previous night, clear and warm from early morning till 5 o'clock; fog and mist; Trade wind. [page 6]

**Wednesday, July 23<sup>rd</sup> 1890.**

Spohler packs provisions for *Japanese House Laumaia*; Burges fixes Harnesses; Crāmer takes fleeces up, and bundles them; 5 Japanese shear, 1 sick; discharged Cook Ah Nui, hire Ah Sir for \$20.00 a month; Ellerbrock and Waltjen returned from **Waimea**, having delivered 93 sheep to steamer at **Kawaihae**; Plumer with them; *7 Japanese fence Laumaia*.

Weather: clear from early morning, afternoon some fog and mist; Trade. [page 6-7]

**Tuesday, July 29<sup>th</sup> 1890.**

Spohler and Burges leave with Backboard for Waimea; Ellerbrock to shoot cattle in *Sheep Padd III, found fence broken in two places; cattle apparently chased in from above; succeeded in getting all cattle out*; Waltjen paints wagon and fixes up tent; Crāmer presses wool; Moto takes fleeces up; 6 Japanese shear; *7 fence Sheep P. III*.

Weather: fog and mist almost all day; Trade. [page 8]

**Sunday, August 10<sup>th</sup> 1890.**

Ellerbrock returned with beef from **Laumaia**, heard shooting on **Ahuwela**; Kuramoto and Nakajiro out to fix fence Sheep Padd III.

Weather dry and hot all day, some fog towards evening; Trade wind. [page 11]

**Wednesday, August 13<sup>th</sup> 1890.**

Burges and Ellerbrock with 9 mules pack wire and staples to *Fence Laumaia Sheep Padd III*; Plumer from **Keanakolu** in, left with one mule and 3 horses for **Laumaia** to take charge of the place, \$15.00 wages, 10 cts. Pig, \$2.00 dog; Waltjen woolshed; Kramer wool press; Kuramoto, Ah Fu, Nakajiro and 4 Japanese shear sheep; Moto takes fleeces up.

Weather: clear and bright all day, very warm; Trade wind. [page 12]

**Friday, September 5<sup>th</sup> 1890.**

Reverend Baker left for **Waiki** [had arrived August 30<sup>th</sup>]; Waltjen fence sheep Padd I, afternoon sows grass seed; Kramer garden work and *grass seed*; *Kuramoto, Taniguchi and Kosina and Shirimoto refix wall horse Padd III*; Masaki and Yamakiki sick.

Weather: fog, rain and mist all day, clear at nightfall; Trade wind.

Ellerbrock for pigs, none killed. [page 19]

**Saturday, September 6<sup>th</sup> 1890.**

Ellerbrock left with mail for **Waimea**; Kramer garden work; Waltjen to kill pigs, did not see any; Kuramoto sick; other Japanese sent out to work, did not find place and returned; Bohrmann and Ah Nui arrived; A. Brechthaught and Portug. Anton left their camp and **Ahuwela**; caught Japanese Kosina and Yamakiki stealing chickens, discharged [subsequently reinstated]. *Inspected fence Sheep Padd III from Bush to stone wall, found wire slack and broken; in one gulch the wall partly down and a dead Bull not being skinned outside the fence. Teams returned all right.*

Weather clear and fine in the forenoon but fog and mist afternoon; Trade wind. [page 19-20]

**Monday, September 8<sup>th</sup> 1890.**

Spohler and McLane left with team for **Kawaihae**; Hadano left; Ellerbrock and Kramer drive sheep; Waltjen sows *grass seed*; *4 Japanese stone wall horse Padd III*.

Weather bright and fine all day; Trade. [page 20]

**Thursday, September 11<sup>th</sup> 1890.**

*Masaki helps to lay out horse Pen in Aina Ho; afterwards with Kuramoto, Taniguchi, Kosina and Shirimoto Wall Horse Padd III*; Waltjen garden work; Teams Spohler and McLane returned all right; Yamakiki left for Maui.

Weather, fog morning early, clear afterwards and almost all day; fog night but dry; Trade. [page 21]

**Friday, September 12<sup>th</sup> 1890.**

*Waltjen fixed fence Puu Oo*; Spohler and McLane leave with wool for Kawaihae; Horses "Banjo" and "Billy" sick, stiff in legs; *5 Japanese wall Horse Padd III*.

Weather clear till 3 o'clock afternoon, fog and mist; very cold previous night; Trade wind. [page 21]

**Monday, September 15<sup>th</sup> 1890.**

Kramer, Waltjen and Ellerbrock down to "**Halealoha**" to look after sheep, returned through *Ohia* bush and *Kipukahina*, did not find any sheep; brought in a flock on flat **Puu Oo house**; 2/3<sup>rd</sup> run away, found 36 wethers outside the fence near **Huikau**, did not get them in; 11 wethers in corner above Sheep Padd I & II, got them in, both flocks more than those that run away on the 9<sup>th</sup> and 10<sup>th</sup> inst.; Moto washes; *5 Japanese stone wall Horse Padd III*.

Weather fine and bright early morning till 3 o'clock, then fog and rain; Trade wind. [page 22]

**Thursday, September 18<sup>th</sup> 1890.**

Sent Ellerbrock below "**Halealoha**" to look after sheep, did not see any but a few goats; Waltjen returned with mail from Waimea; Kramer takes fleeces up and bundles them; Kuramoto, Taniguchi and Masaki shear sheep; Kosina garden work; Moto washes.

Weather fine all day and night; Trade. [page 23]

**Monday, September 22<sup>nd</sup> 1890.**

Kramer and Ellerbrock drive sheep, some sheep (12) on **Kalaieha Puu** run away; *some sheep on slope at shepherd's hut put in horse Padd there*; about 100 sheep down on flat **Puu Oo** scattered; Waltjen woolshed; 4 Japanese shear; Kosina garden work; Moto washes pack saddle blankets.

Weather fine all day, very warm; Trade wind. Rain on **Mauna Kea** above **Pohakuloa**; Trade, calm. [page 24]

**Thursday, September 25<sup>th</sup> 1890.**

*Waltjen and Kramer kill thistles in Horse Padd II and Ram Padd; Ellerbrock fence Sheep Padd I; Japanese wall horse Padd III.*

Weather bright and hot all day, frost previous night; Trade wind. [page 25]

**Tuesday, September 30<sup>th</sup> 1890.**

Left with Kramer and Ellerbrock to bring 105 sheep to **Waiki**, no trouble arrived there at ½ past 1; very much dust and heat; Waltjen finishes garden; *5 Japanese finish stone wall Horse Padd III.*

Weather slight rain all night till noon, then dry, very cool. Trade wind. [page 26]

**Wednesday, October 1<sup>st</sup> 1890.**

Left with Waltjen for **Keanakolu** to take charge of the place; stopped over at **Hopuwai** and brought the balance of horses from Padd II into Padd I. *Japanese start on Horse Pen in Aina Ho.*

Weather fair all day. [page 26]

**Friday, October 3<sup>rd</sup> 1890.**

Left for **Ookala** with Muir and returned the same day, *conversed with Walker about Humuula road on Ookala land, Kaala, Kaiwicki [Kaiwiki] and other items, no definite arrangements could be made. Road through bush extremely bad as it had rained all night and all day.* J.M. Horner called at **Keanakolu**. Bormann returned to **Hopuwai**.

Weather incessantly rain all day. [page 27]

**Monday, October 6<sup>th</sup> 1890.**

Japanese Shirimoto left for Olowalu, Maui; Ellerbrock shoots a heifer at **Laumaia**; *4 Japanese, stone pens Aina Ho*; Kramer sorts out 107 sheep for Honolulu and changes wethers to upper part of Padd I.

Weather, fog and mist early morning, then dry, some rain afternoon, very calm by South wind evening, warm and soft. [page 28]

**Saturday, October 18<sup>th</sup> 1890.**

Masaki, Kosina and Taniguchi pens in **Aina Ho**; Kuramoto sick.

Weather slight fog and mist almost all day; Trade. [page 31]

**Monday October 27<sup>th</sup> 1890.**

Spohler fence Sheep Padd II, saw 5 dogs outside the fence at **Puu Kumu**; Kramer paints and bales wool; Japanese shear weathers for Honolulu; Moto washes;

Went to **Waiakeakua** [Auwaiakeakua], saw Ah Ano; Ernest Campbell not there.

Weather, Wind changed over night to southerly direction, kept dry all day; very calm evening, warm. [page 33]

**Tuesday, October 28<sup>th</sup> 1890.**

Spohler leaves out poison where saw dogs the previous day; Kramer paint Tank; 4 Japanese pens **Aina Ho**.

Weather, wind changing from South to Trade, and back frequently, a few drops of rain, very mild. [page 33]

**Wednesday October 29<sup>th</sup> 1890.**

Kramer finishes tank and then kills thistles; Spohler leaves with mail for Waimea; 4 Japanese, pens **Aina Ho**.

Left for **Keanakolu**, arrived there at 3 o'clock.

Weather fine and warm all day. [page 33]

**Friday, October 31<sup>st</sup> 1890.**

Kramer weeds thistles; Spohler looks for dead sheep in Padd I; 3 Japanese Pens **Aina Ho**; Masaki sick.

Weather fair by southerly wind, Thunder and lightening evening and afternoon. [page 34]

**Tuesday, November 4<sup>th</sup> 1890.**

All Japanese **Aina Ho** horse Pen, set gate posts.

Weather fine all day, no dew or fog previous night; Trade wind. [page 35]

**Thursday, November 6<sup>th</sup> 1890.**

Waltjen returned to **Keanakolu** then to take charge of **Laumaia** Spohler helps to do some blacksmith work,; Kramer garden work; 4 Japanese Horse Pen **Aina Ho**.

Weather fog almost all day; Trade wind, cool. [page 35]

**Tuesday, November 11<sup>th</sup> 1890.**

Spohler fence Sheep Padd II; Kramer garden work; 4 Japanese Horse Pen **Aina Ho**.

Weather; sharp frost previous night, clear during day till 3 o'clock; fog and mist; clear at 6 o'clock again; cold; Trade wind. [page 36]

**Friday, November 21<sup>st</sup> 1890.**

Spohler and Kramer left with 105 sheep, lost several (3 or 4) in bushes beyond **Pohakuloa**; 4 Japanese still Horse pens **Aina Ho**.

Weather; frost previous night, very hot during all day, south wind. [page 38]

**Saturday, November 29<sup>th</sup> 1890.**

Spohler leaves for Waimea with mail; Kramer sick; 4 Japanese start on Road to **Aina Ho**; fire on Mauna Loa.

Weather by changing wind bright and warm; very dry. [page 40]

**Monday, December 1<sup>st</sup> 1890.**

Spohler shoots a bull in upper part of Sheep Padd I, still one more there; Kramer takes old post up on fence Ram Padd I; Japanese half day on road into **Aina Ho**, then home to get ready for Waimea Road; Moto sundries.

Weather clear and bright all day, very warm; trade. [page 40]

**Tuesday, December 2<sup>nd</sup> 1890.**

Kramer packs provisions over to **Keanakolu**; Spohler brings on team; Japanese to halfway **Waiki** to cut bush down, where they camp and started work.

Weather clear and bright by Trade wind, very warm all day, dry. [page 41]

**Thursday, December 4<sup>th</sup> 1890.**

Kramer fixes fence upper part Sheep Pad I which was greatly damaged by wild cattle; 4 Japanese Road to **Waimea**, cutting down bushes.

Weather fog early morning and during night, clear and bright all day afterwards; Trade wind. [page 41]

**Saturday, December 6<sup>th</sup> 1860.**

Returned Japanese from their camp halfway Waiki, having finished fixing Road to Waimea; Kramer fixes fences around the house Paddocks.

Weather very cold early morning, bright and clear all day; very dry; strong Trade wind. [page 42]

**Tuesday, December 9<sup>th</sup> 1890.**

Japanese finished sheep then go to **Aina Ho** to work on road there; Kramer fixes fences and takes posts down.

Went **Waiki** to arrange with Ernest Campbell to bring sheep down.

Weather fog early, afternoon Thunderstorm with heavy rain for a short time, fog and mist evening again; Trade wind. [page 42]

**Wednesday, December 10<sup>th</sup> 1890.**

Kramer leaves with mail for **Waimea**; 4 Japanese start to make wall Sheep Padd III higher; met Waltjen there.

Weather fog and mist and slight rain almost all day, clearing up towards nightfall, calm and warm; Trade wind. [page 43]

**Thursday, December 11<sup>th</sup>, 1890.**

Kramer returns with mail from **Waimea**; *Japanese moved over to **Puu Oo** house and work on stone wall Sheep Padd III.*

Weather very hard frost previous night, then rain and fog all day; Trade wind. [page 43]

**Monday, December 15<sup>th</sup> 1890.**

*Japanese make wall in Sheep Padd III higher, Moto ½ day weeds garden paths.*

Weather fine all day, wind South during part of afternoon; Trade towards evening, fog. [page 44]

**Wednesday, December 17<sup>th</sup>, 1890.**

Went with Buckboard to **Waiki**, met Kramer and Ernest Campbell there returning from **Kawaihae**; delivered all sheep (107) to steamer; *returned to **Kalaieha** ½ past 6 with Corrug. iron from old Grass house at **Waiki**; Japanese wall sheep Padd III.*

Weather fog and mist all day, cold; Trade. [page 44]

**Friday, December 19<sup>th</sup> 1890.**

Returned from **Keanakolu**; met Kramer and Waltjen on **Ahuwela** with Mules to shoot cattle; Waltjen was bucked off the Mule “Kawaihae,” left wrist swollen also eye and cheek; Japanese all stopped home, bad weather; Kuramoto sick and left **Puu Oo** house for **Kalaieha**.

Weather rain all day and previous night by constantly changing wind. [page 45]

**Saturday, December 27<sup>th</sup> 1890.**

*Kramer fixes fence on **Puu Huluhulu**, then takes old posts out on Ram Paddock; 4 Japanese work on wall sheep Padd III; several outside, one sheep standing on top of wall trying to eat Mamani leaves; put several hundred sheep through small gate at Shepard's horse Padd from Padd III into Padd II; Horses Lakaloa, Billy and Freten went out of Horse Padd III into Sheep Padd I lower part; fence not damaged.*

Weather cold, fog early morning, dry afterwards, evening fog again; Trade wind. [page 47]

**Monday, December 30<sup>th</sup> 1890.**

Sent Kramer with two Mules to **Laumaia** for beef, did not return; *4 Japanese finished wall Sheep Padd III and returned to Station.*

Weather warm and bright all day; Trade wind. [page 47]

**Wednesday, December 31<sup>st</sup> 1890.**

Left for Waimea; Kramer with salt to **Laumaia** to pack hides back; Kosina and Taniguchi & Masaki finished sheep *then make wall **Sheep Padd I at Omao Koili Hills** higher;* Kuramoto sick. [page 48]

**Monday, January 5<sup>th</sup>, 1891.**

*Taniguchi and Kosina enlarge wall at Omao Koili hills Sheep Padd I; Kramer to **Puu Oo** to kill out **Australian weed**.*

Left with 2 mules to bring poison to **Keanakolu** and a mule for Muir to ride over to **Kalaieha**. Arrived at **Keanakolu** at ½ past 2. Tasbure is getting very poor, Puakea mare

of **Aina Ho**, Blossom, foal of white wild mare probably dead; ordered all horses to be put in Bullock pen; notified Muir to be over at **Kalaieha** to take teams down on Wednesday next week; Wilbur and Muir received bill of J. Sandh [?].

Met Mr. McKinley at **Hopuwai**, who proceeded to **Laumaia**. Left Mule Tow Tow at **Keanakolu** to pack over coal oil.

Met Waltjen on trail close to stone pen.

Weather dry, some fog about noon, soon disappeared, then dry again. [page 49]

**Thursday, January 15<sup>th</sup> 1891.**

Muir left with team for **Kawaihae** late; Kramer returned with beef and hides from **Laumaia**; **Kosina and Taniguchi Wall Sheep Padd I Omao Koili hills**; Horses "Springer" and "Coldwater" not to be found.

*On a hill way into the Paahoehoe below **Omao Koili hills**, have been plenty of sheep as an abundance of manure and a dead sheep prove, also a lot of dog manure all along the Paahoehoe.*

Weather bright but dry and clear till 5 o'clock, a few heavy showers and slight thunderstorm; Trade. [page 52]

**Saturday, January 17<sup>th</sup> 1891.**

*Kosina and Taniguchi fix gulches between Ram and Horse Padd II*; Kramer helps to bring Sheep from Padd III into Padd II, about 2-3000; Saw 7 wild Dogs above **Huikau** in the Clinkers.

Weather slight fog at about 9 o'clock, but beautiful all day afterwards; very calm and pleasant evening. Trade wind. [page 52-53]

**Friday, January 23<sup>d</sup> 1891.**

Kramer and Waltjen helped to drive sheep from **Laumaia Paddock into Puu Oo Paddock**; about 2000 in; Bormann arrived from **Keanakolu**. Horse "Lakaloa" died. Japanese Tamura and *wahine* left.

Weather frost previous night, very warm during all day; calm; Trade wind. [page 54]

**Monday, January 26<sup>th</sup> 1891.**

*Kosina and Taniguchi wall on **Sheep Padd I Omao Koili hills**.*

Weather hot all day, some rain during afternoon and sunset; Trade. [page 55]

**Friday, February 6<sup>th</sup> 1891.**

Bormann helps to drive in Wethers and then picks out together with 105 for Honolulu, afterwards lays out poison; Kramer garden work; *2 Japanese stretch wire at fence Sheep Padd III **Laumaia**.*

Weather fog and mist early morning, soon clear and kept dry all day; cool; Trade wind.

Vredenburg arrived from Waimea late. [page 57-58]

**Sunday, February 8<sup>th</sup> 1891.**

Hired Frank Wilson for \$15.00 and board as Shepard on **Puu Oo**. Vredenburg left for **Waimea**; made contract for 1 year with Bormann.

Weather clear during morning night and forenoon, some rain afternoon, dry towards nightfall and calm and warm. Trade. [page 58]

**Friday, February 13<sup>th</sup> 1891.**

Kramer and 2 Japanese garden work; Bormann packed provisions to *hut at Puu Oo*; *Wilson takes charge of Sheep Padd II (Puu Oo)*; afternoon Bormann fixes pack saddle and lays out poison.

Weather strong Kona, cool, clear and bright all day, calm towards evening. [page 59-60]

**Friday, February 20<sup>th</sup> 1891.**

Kramer returned from **Keanakolu**; Bormann to **Laumaia** for beef, did not return; 2 Japanese  $\frac{3}{4}$  day garden work, afternoon *unrooted Australian weeds in Sheep Padd II and Horse Padd II*.

Weather dry all day but cool; strong Kona.

*Inspected Aina Ho, feed plenty lower part, abundance of water; saw but few horses, perhaps 50 in all.* [page 61]

**Saturday, February 21<sup>st</sup> 1891.**

Kramer left with mail for **Waimea**; *Kosina and Taniguchi started to fix gulches Sheep Padd II*; discharge Frank Wilson on **Puu Oo**; stops overnight at Station to leave early in morning; Bormann returned with beef from **Laumaia** and 5 hides.

*Dogs killed several sheep during previous night on fence not far off Huikau, many lambs of about 2 weeks age died of cold.*

Weather still Kona, frost previous night, at nightfall wind subsiding; cool, fine weather. [page 62]

**Monday, April 6<sup>th</sup> 1891.**

*Bormann helps on Stone house, then brings in horses*; Taniguchi and Kosina Cook house; Ah Ano shepherd; Muir arrived from **Keanakolu** on Mule Bischoff.

Weather forenoon dry and bright, afternoon rain; Trade wind.

**Thursday, April 16<sup>th</sup> 1891.**

*Bormann paints Laborer's House II*; Ah Ano returned with mail from Waimea; 3 Japanese sow grass seed in Shearing pen; *Baldwin and Kelsoni from Puakala* in, left again; Deverill arrived from Waimea; Vredenburg killed 4 heads of cattle.

Weather fog early morning, soon clearing up and then clear all day; Trade wind. [page 73]

**Saturday, April 18<sup>th</sup> 1891.**

*Bormann finished Laborer house II and then started on Veranda Roof Old Dwelling house*; 3 Japanese sew grass seeds; 2 Japanese sick.

Weather, frost by South wind during previous night, but clear and bright during day by Trade wind. [page 73-74]

**Monday, April 20<sup>th</sup> 1891.**

Left with Buckboard for **Waimea**; Bormann carts; 3 Japanese started to work for raising and locking tanks; 2 Japanese sick; Matsu washes. [page 74]

**Friday, May 1<sup>st</sup> 1891.**

Ah Ano shepherd; Bormann helps to restock goods, then paints and afterwards sundry jobs to get in horses and mules and water the mares; Japanese garden work; Matsu cleans Kitchen.

Weather fine and bright all day. Trade.

From Baldwin at **Puakala**, the half-caste "Kelsoni" in to get provisions. [page 77]

**Sunday, May 3<sup>rd</sup> 1891.**

D.H. Hitchcock and Chinaman arrived from **Halealoha** (Hilo), arranged with him about suit against J.T. Baker or Maa in Hilo.

Weather frost previous night, but very warm and fine during all day; \_\_\_\_\_ Trade sometimes south wind. [page 77]

**Sunday, May 10<sup>th</sup> 1891.**

Government Surveyors Baldwin and Thrum in from **Puakala**; Meyer returns with team all right from Kawaihae.

Weather frost previous night; bright till 3 o'clock, then fog, no mist; Trade. [page 79]

**Monday, May 18<sup>th</sup> 1891.**

Bormann paints old Dwelling house; Pakenia, Ernest and Ah Ano sort horses; afternoon brake in horse "Eran;" Ah Ano afternoon, shepherd, saw 3 wild dogs at **Kipuka ahina**; all Japanese garden work; Matsu wool bags.

Weather very warm and hot all day; some fog towards evening; Trade wind, very dry. [page 81-82]

**Wednesday, May 20<sup>th</sup> 1891.**

Sent Pakenia and Ah Ano in the bush below **Keanakolu** to look for Filly of Blossom, did not find it; went to **Umikoa**, met Albert Horner there, returned at 12 o'clock; Bormann sundry jobs. Returned to **Hopuwai** and stopped there over night; Waltjen at **Keanakolu** to take his dog back, but without success.

Weather, rain from 3 o'clock, clearing up during night by rising moon, very cold then. [page 82]

**Friday, May 22<sup>nd</sup> 1891.**

Ah Ano moves over to **Puu Oo hut**; Ernest and Pakenia ride colts; Bormann forenoon helps Blacksmith work, afternoon paints Kitchen and waters horses; Japanese garden work; Matsu Wool bags.

Weather previous night sharp frost, very hot and dry during day; fog and mist evening; trade. [page 82-83]

**Tuesday, June 2<sup>nd</sup> 1891.**

Ernest Campbell and Pakenia returned from **Kawaihae**, delivered 99 sheep to steamer; Japanese finished garden works and kill out thistles in Wether Padd; Matsu wool bags; Bormann paints wagons.

Weather: calm early morning; soon Kona again, very much dust; evening calm, hot and dry. [page 85]

**Wednesday, June 3<sup>rd</sup> 1891.**

Pakenia and Ernest to **Hopuwai**, to pack provisions and drive horses; Bormann to **Laumaia** to pack hides; 5 Japanese on Waimea Cart Road; Matsu wool bags; met surveyors Baldwin and Thrum near **Laumaia** Horse Pen with two natives; 2 Messrs. Castle and 2 natives at **Puakala**.

Weather fog and rain at **Hopuwai**; now at **Kalaieha**, very hot and dry there. [page 85-86]

**Thursday, June 4<sup>th</sup> 1891.**

Muir returned with Team from **Kawaihae**; Pakenia and Ernest Campbell shoot a cow for beef; Matsu wool bags; all Japanese start on Telephone line.

Weather fine and bright all day; towards evening fog and slight rain; wind changed to Trade. [page 86]

**Friday, June 5<sup>th</sup> 1891.**

Muir left for **Keanakolu**; Bormann, Ernest, Pakenia, Ah Ano and Waltjen drive sheep from Padd III into Padd II; Japanese continue on Telephone line; Matsu wool bags.

Weather: clear and warm forenoon, afternoon and during night rain; Trade wind.

Surveyors Baldwin and Thrum put up flags on several Hills around **Kalaieha**. [page 86]

**Sunday, June 7<sup>th</sup> 1891.**

Pakenia returned with mail from Waimea.

Thrum in returning from **Kalepe a Moa**.

Weather very dry all day; Waltjen in reporting 500 sheep left in **Laumaia** Padd. [page 87]

**Monday, June 8<sup>th</sup> 1891.**

McLane makes his wagon ready and bundles hides; Bormann paints Buckboard and helps McLane; Pakenia and Ernest Campbell bring all horses (breed stock) from Wether Padd into Sheep Padd II; 5 Japanese finished garden work and then start on Telephone line again; Matsu ½ day house work ½ day Wool bags; then kill cow caught the previous day; Two Messrs Castle from Honolulu passed with a native for Waimea; Baldwin and staff moved from **Puu Oo** to beyond **Omao Koili hill**.

Weather hot and bright forenoon, afternoon fine shower of rain; fog evening; Trade wind. [page 87]

**Tuesday, June 9<sup>th</sup> 1891.**

McLane left with Team for Kawaihae; Bormann finishes Buckboard, then files gate hooks for **Aina Ho** pens; then started on other wagon to paint; Pakenia and Ernest ride colts; Matsu house work; 5 Japanese sew grass seeds in Shearing pen. *The half white Kelsoni in from Surveyor Camp **Omao Koili** to get water and provisions.*

Weather fine, during afternoon very threatening for rain, but only a little mist; Trade. [pages 87-88]

**Thursday, June 11<sup>th</sup> 1891.**

*Pakenia and Ernest pack gates into **Aina Ho**, afternoon ride colts; and mules; Bormann paints wagon box; Japanese sow grass seeds; Matsu house work; Kamaka passed for **Puakala**.*

Weather bright and warm all day; very dry; Trade wind. [page 88]

**Monday, June 15<sup>th</sup> 1891.**

Bormann fixes fences around the house shear pen, Team padd and Ram Padd; McLane and John Donahoe cart firewood; Ernest and Pakenia shoot a heifer and then drive sheep; Matsu sews clothes; *5 Japanese kill out thistles in different places. Baldwin and Thrum surveyed house lots etc.* Ah Ano reported that one black mare (probably Mabel No. 58) fell into a Gulch below **Huikau** and died.

Weather very hot and dry all day; water in the tanks is getting low. [page 89]

**Tuesday, June 16<sup>th</sup> 1891.**

Waltjen in from **Laumaia**, returned, reported 2 bulls in Padd III, plenty cattle close outside the fence, no more cartridges; *Baldwin and men moved from **Omao Koili** to **Hale Aloha***; commenced shearing sheep; Pakenia, Taniguchi, Hatsubare, Kosina and Iwahei shear sheep, Kumahei takes up fleece and bundles them; Bormann presses wool; Ernest Campbell fixes fences, shears a dead sheep Wether padd upper part; waters horses; McLane and John Donahoe cart for wood then load wagons with wool for **Kawaihae**. Matsu house work.

Weather hot and dry all day, towards nightfall dark and slight mist; Trade. [page 89-90]

**Friday, June 19<sup>th</sup> 1891.**

Taniguchi, Hatsubare, Kosina, Iwahe and Pakenia shear sheep; Matsu mends tents; Bormann presses wool and fixes harnesses; Kumahei takes fleeces up and bundles them; *Ernest rides colts; sent him into **Aina Ho**; met surveyors there setting flags.*

Weather little rain previous night; same during day by hard Trade wind; evening clearing all off. [page 91]

**Saturday, July 4<sup>th</sup> 1891.**

McLane returned with team alright; Masaki sick, all other hands shear sheep; Matsu garden work; Bormann presses wool and looks at fences; *Ernest fixes mauka fence Sheep Padd I and then wall into **Aina Ho**.*

Weather fog early morning and with interruptions all day; evening fog and mist; Trade wind. [page 96]

**Sunday, July 19<sup>th</sup> 1891.**

*Arranged with Muir and McKinley to catch cattle on **Humuula** for \$3.00 a head; they to retain hides and all, the use of the butcher shop.*

Muir permitted to build a fence above **Keanakolu** close to stone house; to turn in his stock all revocable at any time; met Surveyor Baldwin at **Kaelewai** where he pointed out boundary points of **Humuula** to **Piihonua** and **Waiakea**; Ernest returned with mail; sold Muir two Donkeys in horse padd for \$7½ a piece and 8 more when in; McKinley leaves for Waimea; Muir stops over night.

Weather bright all day, no rain or fog; Trade. [page 100-101]

**Wednesday, August 12<sup>th</sup> 1891.**

Left with Bormann, Ernest and Pakenia for **Keanakolu**; met below **Hukapea** [?] R. Hitchcock with 3 Natives chasing for lost Mules; gave Hitchcock notice that he was not allowed to go on **Humuula** land anymore, offered him to take his lease of part of **Papaikou** and house and release him from building fence on boundary line; arrived at **Hopuwai** and met J.M. Horner with Native Maikai from **Umikoa**, left Pakenia at **Hopuwai** and proceeded with Horner and other men to **Keanakolu**; settled with Horner about new piece of land between Spncr's. lot and **Humuula** above **Kaala**, per written Memorandum. Gave the run of the slaughter house to Muir.

*Japanese all work on the Telephone line; Matsu house work.*

Weather bright and fine all day and night. [page 108]

**Sunday, August 16<sup>th</sup> 1891.**

Native from **Puakala** in with letters from Laukea in Hilo to fetch provisions to **Hale Aloha** for the surveyor Thrum.

Weather clear and bright early morning, but very foggy afternoon, mist; Trade wind. [page 109]

**Monday, August 17<sup>th</sup> 1891.**

Sent Ernest Campbell to **Puakala** with Mule for Hitchcock and letter; Pakenia rides colts; Bormann fixes fences sheep Padd I; Kumahei sick; Matsu did not work; *other Japanese finished telephone line except setting 3 posts to **Puu Oo**, then started on making wall in Sheep Padd III higher.*

Weather fog forenoon and afternoon late; Trade. [page 110]

**Thursday, August 21<sup>st</sup> 1891.**

Met Rev. Baker at breakfast; met Colonel Laukea and after arrival of Steamer "Kinau" Surveyors Baldwin and Brown; an appointment was made to 1 o'clock in afternoon. Met at the Survey office where the boundary commissioner Lyman was present, went over to Courthouse where evidence was taken by Lyman from Hoakiamoa, Amina and Armin Haneberg; closed at 4 o'clock; settled with Tax assessor Austin. [page 110-111 (see Boundary Commission Testimonies in this study).]

**Wednesday, August 26<sup>th</sup> 1891.**

Bormann, Pakenia, & Ernest bring in all wethers and Rams; Japanese sort wethers and rams, weed garden paths, then *get ready to move over to camp below **Kole***; Vredenburg in again.

Weather frost previous night but very fine all day; Trade. [page 112]

**Monday, August 31<sup>st</sup> 1891.**

Ernest and Pakenia tried to get in two strange horses that jumped into Padd I upper part; succeeded to get in one, with Parker brand, the other, a dark brown jumped out over the fence; afternoon boys ride colt; Bormann fixes fences and kills pigs; *Japanese all on stone wall sheep Padd II*; Matsu house and garden work.

Weather sometimes southerly wind, very threatening for rain during forenoon, rain afternoon, very warm. [page 113]

**Friday, September 4<sup>th</sup> 1891.**

Pakenia, Ernest and Bormann take one half of the sheep in Padd III and put them into Padd II; afternoon ride colts; Bormann fixes fence, and tent; *Japanese fix stone wall sheep Padd III which was damaged by last nights rain on 3 places.*

Weather fine early morning, then fog and mist, evening southerly wind and very fine. [page 114]

**Saturday, September 12<sup>th</sup> 1891.**

Pakenia and Ernest ride colts; *Bormann digs small pen under Tree for planting Cypressses; Matsu washed; Japanese Stone wall; Waltjen in and stopped over night; Ah Ano brings a hide.*

Weather fog and mist all day; Trade, cool. [page 116]

**Wednesday, September 16<sup>th</sup> 1891.**

Pakenia and Ernest leave early and catch a heifer on **Puu Kumu**; afterwards ride colts; Matsu garden work; *all Japanese on wall sheep Padd III; fell in on two places after the rain.*

Weather fog and mist almost all day, slight thunder storms; Wind Trade. [page 117]

**Thursday, September 17<sup>th</sup> 1891.**

*Ernest and Pakenia help to put in gates in Aina Hou Horse Pens; afternoon Pakenia works on Lasso; Ernest stops home; Bormann fixes harnesses; Matsu house work, stopped home afternoon; Japanese Wall sheep Padd III.*

Weather mist early morning, noon rain keeping up all day, thunder storm; Trade wind.

Saw Horse "Fred" in **Aina Ho**. [page 118]

**Wednesday, September 23<sup>rd</sup> 1891.**

Bormann mends meat bags, cuts flag poles, same works in garden; Ernest and Pakenia catch a cow on **Kaohe** for meat, then ride colts; *all Japanese on wall sheep Padd III; Matsu sick.*

Weather mist all day, \_\_\_\_; Trade. [page 119]

**Saturday, September 26<sup>th</sup> 1891.**

Bormann weeds garden and helps Waltjen to plant trees; Waltjen in from **Laumaia** to *plant Cypress trees; Ernest and Pakenia ride colts; Matsu sick; 6 Japanese on wall sheep Padd III.*

Weather slight fog and mist all day; Trade. [page 120]

**Sunday, September 27<sup>th</sup> 1891.**

Kramer in from **Hopuwai**, stopped over night; Waltjen left for **Laumaia**; *Kumahei reported wall above shepherd's hut on Oo fell down.*

Weather dry all day; clouds; rain towards evening; Trade wind. [page 120]

**Friday, October 2<sup>nd</sup> 1891.**

Pakenia breaks in horses; Bormann revises fences and fixes halter; Ernest returns with mail from Waimea; teamster Andrew Carlson arrived with him; hired the latter for

teamster, wages to be settled after satisfactory work; *6 Japanese finished wall sheep Padd III; then started on gulches and crossings; Matsu cleans garden of weeds.*

Weather rain and wind all day though fine a few hours early morning; Trade. [page 121-122]

**Monday, October 5<sup>th</sup> 1891.**

*Pakenia and Ernest pack provisions to Japanese and change their camp close to Puu Huluhulu; Bormann revises fences; 6 Japanese work on crossings and wall close to Puu Huluhulu; Matsu garden and house work. Andrew Carlson leaves with Team.*

Weather very fine all day; Trade. [page 122]

**Wednesday, October 7<sup>th</sup> 1891.**

*Bormann paints new Dwelling house; Ernest and Pakenia break in horses; Matsu cleans garden paths; 6 Japanese on fence sheep Padd III fixing crossings and walls.*

Weather fine till 2 o'clock, when fog and slightly mist; frost previous night; Trade. [page 123]

**Saturday, October 10<sup>th</sup> 1891.**

*Bormann paints new Dwelling house, but had to stop about 2 o'clock when rain; killed out Joi then; Pakenia rides colt, afternoon breaks his own horse; Matsu house and garden work; 6 Japanese on crossings and gulches sheep Padd III; Ah Ano leaves with mail for **Waimea**; Spohler arrived from **Auwaiakeakua**.*

Weather fine till 2 o'clock, then thunder storm and rain, soon clear and dry again; Trade. [page 124]

**Monday, October 12<sup>th</sup> 1891.**

*Ah Ano back to **Puu Oo**; Bormann paints and cleans the yards; Spohler fixes fences; Pakenia breaks horses in; Matsu washes; 6 Japanese crossings Sheep Padd III; one wall damaged in the gulch by yesterday's rain.*

Weather fine till 11 o'clock then mist and clouds, cool; Trade wind. [page 124]

**Thursday, October 15<sup>th</sup> 1891.**

*Proceeded with Pakenia to **Laupahoehoe** where at ½ past 11 arrived; met laukea there and arranged with him to make appeal from Decision of boundary Commissioner at Hilo concerning boundary between **Kaohe** and **Humuula** on its northern end; each party (Crown and H.S.S. Co.) to bear one half of the expenses, to be paid by the Company and to be deducted from the next rent; stopped over with McKinley.*

Weather raining heavy all day without almost any interruption. [page 125]

**Friday, October 16<sup>th</sup> 1891.**

*Returned from **Laupahoehoe** with Pakenia to **Hopuwai**, inspected horses, all there (49) and in good order. When arriving at 11 o'clock at **Keanakolu** met Harry Johnson with Pack animals and Native inquiring to go to **Maulua**. Refused them to pass over **Humuula** land but allowed them to proceed after they having acknowledged to have any right to pass over **Humuula** land.*

Weather fine till 2 o'clock when rain and fog again. [page 125-126]

**Monday, October 26<sup>th</sup> 1891.**

Bormann paints new Dwelling house and cuts posts to tie horses to; Pakenia breaks in colts; Matsu house work; 6 Japanese fence sheep Padd III; again part of wall above **Puu Oo** house fell in.

Weather fine till 3 o'clock when a light thunder and heavy rain lasting till 5 o'clock; warm; Trade wind. [page 128]

**Wednesday, October 28<sup>th</sup> 1891.**

Spohler leaves with team for **Kawaihae**; Bormann and Pakenia went to **Pohakuloa** to catch cattle for beef, but failed, then went above **Puu Kumu** and caught a heifer there; Matsu house and garden work; 6 Japanese crossings, Sheep Padd III.

Weather fine till 11 o'clock, then slight mist and fog; Trade wind; warm. [page 129]

**Monday, November 2<sup>nd</sup> 1891.**

Bormann and Pakenia with 9 Mules change Japanese to *camp on Road to Hopuwai* above **Puakala** and as there was much delay, returned at 7 o'clock, two mules left outside; 6 Japanese started to make road towards **Laumaia**; Matsu some house and garden work; Spohler leaves with team for Kawaihae with hides and to bring up merchandise.

Weather Sharp frost previous night, southerly wind, very warm all day, fog in the evening, soon clear again by Trade. [page 130]

**Friday, November 13<sup>th</sup> 1891.**

Bormann paints house; Pakenia rides colts; *went with laukea to the boundary line between Piihonua and Humuula, also to the Waiakea points to settle about a new line to be established.* Afternoon Bormann with laukea to shoot pigs; 6 Japanese on trail to **Hopuwai**; Matsu garden work.

Weather fine all day, South wind. [page 133]

**Monday, November 16<sup>th</sup> 1891.**

Bormann piles corrug. iron and paints on New Dwelling house; Spohler leaves with team for Kawaihae; Pakenia not returned yet; 6 Japanese finished trail to **Laumaia** gate and started on **Nukupahu** gulch towards **Hopuwai**; Matsu house and garden work.

Weather bright all day; sharp frost previous night; Trade wind. [page 134]

**Monday, November 30<sup>th</sup> 1891.**

Spohler oils and cleans harnesses; Bormann finishes tanks on wool shed and then helps to oil harnesses; Ah Ano shepherd; Sakamoto sick; 5 Japanese started to set posts for Telephone line between **Laumaia** and **Hopuwai**.

Weather very warm and windy till 2 o'clock, then mist and light rain and very cold; Trade wind. [page 137]

**Tuesday, December 8<sup>th</sup> 1891.**

Munzel makes Bain Wagon; Matsu washes; Ah Ano shepherd; 5 Japanese on Telephone line finished **Nukupahu** gulch to **Laumaia**; did not work.

Weather heavy rain previous night. [page 139]

**Wednesday, December 9<sup>th</sup> 1891.**

Munzel makes a rake for grind stone and fixes the mule cart; Matsu ironing; 6 Japanese finished Telephone line as far as **Laumaia**, started then on camp (**Nukupahu gulch**) in the direction towards **Hopuwai**; Ah Ano shepherd.

Weather rain almost all day, Trade; not very cold. [page 140]

**Thursday, December 17<sup>th</sup> 1891.**

Ah Ano shepherd; Munzel helps to fix Bain wagon; Matsu house and garden work; 6 Japanese on Telephone line to **Hopuwai**; finished as far as **Waiahehu Gulch**.

Weather sharp frost previous night, very fine and warm during day; Trade wind. [page 142]

**Friday, December 18<sup>th</sup> 1891.**

Ah Ano shepherd; Munzel digs garden; Matsu house and garden work; 6 Japanese start on road from **Nukupahu gulch** to **Laumaia** gate again, which was not fixed well enough before.

Weather commenced to rain heavily at noon and kept up with fog and mist all afternoon; cold and disagreeable towards evening; Trade.

Met Kramer at **Waiahehu Gulch**, reported that he found Lubras Filly "Moto" dead. [page 142]

**Friday, December 25<sup>th</sup> 1891.**

Ah Ano leaves for **Laumaia**; Bormann arrives from there at **Kalaieha**; Munzel thrashes peas; Matsu finishes wash and works on Mule blankets again; 3 Japanese work ½ day on holes in Wall sheep Padd III yet; afterwards all 5 on trail to **Hopuwai**; ordered Sakamoto home to herd sheep afterwards.

Weather fine till sunset when fog again; Trade. [page 144]

**Monday, December 28<sup>th</sup> 1891.**

Waltjen takes charge of **Laumaia** again; Ah Ano returns to station; Sakamoto herds Wethers, got them in pen without trouble; Munzel thrashes peas; Matsu finishes wash; 5 Japanese finish trail to **Laumaia** gate and commenced on **Nukupahu gulch** to overhaul a short piece there.

Weather fog early morning, but most of the day dry and bright; fog evening again; Trade wind. [page 145]

**Thursday, January 21<sup>st</sup> 1892.**

Spohler returned with team alright; asked Paul Jarrett, Manager of Sam Parker, if he had any objection against rebuilding a shanty at **Hanaipo** and fencing a lot like **Waikii**, to which he consented; Sakamoto herds wethers; Ah Ano shepherd Padd II; Bormann fixes fences Padd I; Munzel and Matsu garden work; 5 Japanese on trail to **Hopuwai**; Iwahei sick, left at noon; previous day Kosina sick, other men worked half a day on account of bad weather; met Kramer; met Waltjen.

Weather beautiful all day, grass apparently grown considerably within a few days; Trade; calm and warm evening. [page 152]

**Saturday, January 23<sup>d</sup> 1892.**

Ah Ano leaves with mail for Waimea; Bormann sick; Munzel finished garden, then filed bolts for Wool shed addition; 5 Japanese work on trail to **Hopuwai**; Matsu house and garden work; Deputy Policeman Kauwe and Native Kawae arrived from Waimea to look after 7 prisoners who escaped from the Volcano Road.

Weather warm and bright all day; Trade wind. [page 153]

**Thursday, January 28<sup>th</sup> 1892.**

*John Crowley covers in Veranda of Wool shed*; Fitzsimmons makes some Implements; Matsu works in garden; 5 Japanese on trail to **Hopuwai**.

Weather fine all day, sometimes fog but no mist; Trade. [page 154]

**Monday, February 1<sup>st</sup> 1892.**

*Fitzsimmons fixes bedstead and shovels then on Woolshed*; *Crowly woolshed*; *Iwahei and Taniguchi make posts to addition of Wool shed*; Hatsubare, Kumahei and Kosina clean weeds and Joi out; Kosina afternoon stops home; Sakamoto herds wethers; *Ah Ano fixes fences in the small pens around the house*; Spohler leaves with team for **Kawaihae**; Bormann sick; Matsu washes half a day.

Weather heavy rain almost all day without interruption; Trade. [page 155]

**Wednesday, February 3, 1892.**

Ah Ano leaves with mail for Waimea; Bormann presses wool and fixes harnesses; *Fitzsimmons makes book shelve*; *Jack, chairs and table*; Kumahei helps to press wool, afternoon takes fleeces up and bundles them; *Taniguchi and Iwahei make posts to addition of wool shed and gate posts*; afternoon shear sheep; Hatsubare cleans out weeds then shears sheep; Sakamoto forenoon stops home afternoon shears sheep; Kosina sick; Matsu house work.

Weather without change, heavy rain day and night almost without interruption; Trade wind. [page 156]

**Friday, February 5<sup>th</sup> 1892.**

Sakamoto herds wethers; Ah Ano packs provisions over to **Hopuwai**; Hatsubare sick; *Kosina and Kumahei make holes for posts to Woolshed addition*; *Taniguchi and Iwahei cut posts for enlarging fence on Woolshed*; Bormann Saddle bag; Spohler leaves with team for Kawaihae; Matsu house work and makes pillows; Fitzsimmons fire box; Jack, tables.

Weather fine till 10 o'clock when rain again, thunder storm and heavy rains afterwards; Trade wind. [page 157]

**Tuesday, February 9<sup>th</sup> 1892.**

*Fitzsimmons finishes wash trough, then started on Wool shed addition*; *Crowly finished long table, then helped on Wash trough and started on Wool shed addition too*; Sakamoto herds wethers; Taniguchi and Iwahei make three gate posts then together with the other Japanese carried firewood; Spohler returns with team and new Japanese Kumezu with him; Palmer arrived from **Waiki**; Kumahei sick; Matsu washes.

Weather fog early morning, soon clear and fair all day; Trade wind.

Bormann helps to make shoes for lamp poles and drills holes for Telephone connection. [page 158]

**Friday, February 12<sup>th</sup> 1892.**

*Bormann helps to cut pipes for water tank to New house; then finishes tank painted previous day; Fitzsimmons and John Crowley addition to wool shed; Sakamoto herds wethers; Iwahei sick; other Japanese set posts to wool shed addition; Ah Ano shepherd.*

Weather fine all day; Trade wind. [page 159]

**Saturday, February 13<sup>th</sup> 1892.**

*Bormann paints box for fire wood; wash trough, finishes Tank and helps to put water pipes on new dwelling house; then cuts pipes to over flow on Tank; Spohler returned with Team, animals are looking down; Fitzsimmons and Crowley erect frame work for Wool shed addition; Japanese finish setting posts; Taniguchi, Hatsubare and Kumezu make paving around the woolshed; Kumahei fills up holes on the big water tanks; Kosina and Iwahei start on enlarging pen behind the wool shed; Sakamoto herds wethers; Ah Ano leaves with mail for Waimea; Matsu garden work.*

Weather heavy frost during night, but prevailing South wind very warm and pleasant all day. [page 159-160]

**Monday, February 15<sup>th</sup> 1892.**

*Spohler oils harnesses; Bormann cuts pipes to overflows, paints brackets for wash trough; Hatsubare and Taniguchi pave around the wool shed addition; Kumahei finishes hallow on big tanks, then helps Iwahei, Kosina and Kumezu to set posts for new Pen around wool shed; Sakamoto herds wethers; Matsu cleans garden lawns; Fitzsimmons and John Crowley finish putting up frame work of woolshed addition; Ah Ano shepherd.*

Weather Southerly wind very dry but not cold. At 7 o'clock Eben P. Low arrived with Robert Stevens from Mana. [page 160-161]

**Tuesday, February 16<sup>th</sup> 1892.**

*Eben Low and Native boy left for Waimea; arranged with Low about catching cattle, he expected to be over on Land between **Hopuwai** and **Laumaia** after having given notice to catch wild cattle; furnish everything himself; put the cattle into the **Laumaia** paddock herding them there for about a week and then take them over to his place; to pay \$3.00 a head except old bulls, he will kill and deliver hides; Spohler oils pack saddles; then makes wagon ready; Bormann fixes harnesses and helps Spohler; Ah Ano shepherd; Sakamoto, Taniguchi and Hatsubare finished paving around the wool shed; other Japanese set post to additional paddock; Matsu work in garden; Fitzsimmons and John Crowley on wool shed addition; Muir and McKinley arrived late.*

Weather by changing wind, calm but very agreeable. [page 161]

**Monday, February 22<sup>nd</sup> 1892.**

*All Japanese over to **Puu Oo** house, set posts to tank there, fix gate into horse Padd; and fix part of trail; Bormann paints New Dwelling house; Spohler revises fences; Matsu house and garden work; Fitzsimmons and Crowley hang doors in Woolshed Addition. Waltjen met at **Puu Oo**, part of wall caved in, had 6 wild dogs in Paddock, which killed quite a number of sheep.*

Weather fine and warm all day; wind shifting frequently from Trade to South. [page 163-164]

**Tuesday, February 23 1892.**

*Bormann paints New Dwelling house; Matsu garden work; Spohler helps to make door locks and to shoe horse "Dick;" then makes wagon ready for lumber; Fitzsimmons and John Crowley put battens on Woolshed; all Japanese bring manure on the garden land.*

Weather fine all day; very warm, no fog, slight Trade.

Ah Ano brings paper to **Laumaia** and lays out poison. [page 164]

**Thursday, February 25<sup>th</sup> 1892.**

Ah Ano returned with mail from Waimea; China man Ah Hoi arrived; all Japanese work in garden; *Fitzsimmons and John Crowley put up gutters on Wool shed addition; Waltjen and Bormann left for Laumaia, the latter to stay there for several days to help Waltjen on account of the wild dogs.*

Weather very dry and warm all day. Trade wind. [page 165]

**Friday, February 26<sup>th</sup> 1892.**

Ah Ano shepherd; *Fitzsimmons and John Crowley finished Wool shed Addition; Fitz then repairs \_\_\_\_\_, John sets gate in Alley way; all Japanese prepare garden for planting Pine trees; Matsu stops home; hired Ah Hoi to make Lassoos, one Lasso for one hide.*

Weather fog and mist all day, towards evening clear for ½ an hour, then fog again; Trade wind. [page 165]

**Tuesday, March 1<sup>st</sup> 1892.**

Sakamoto leaves on foot; all other Japanese and *Wahine* work in garden yet; Bormann returned from **Laumaia** reporting that no more trouble of wild dogs; *Wulbers Johann arrived to inquire whether to shoot trespassers of Humuula; Fitzsimmons and John Crowley make cover for pipe on New Dwelling house and then start to make bedsteads; Ah Ano shepherd.*

Weather fog and mist by heavy trade all day. [page 166]

**Wednesday, March 2<sup>nd</sup> 1892.**

*Wulbers returned, hired him to take charge of Keanakolu for \$10.00 a month and board and the privilege of planting potatoes in the garden; Bormann paints on floor in New house; Fitzsimmons and John Crowley make bedsteads; Iwahei sore wrist, stops home; Matsu home bad weather; Ah Ano shepherd; All Japanese plant trees in garden.*

Weather rain previous night and almost all day; evening calm and clear; Trade. [page 166-167]

**Saturday, March 5<sup>th</sup> 1892.**

*Bormann finished Office floor; Ah Ano leaves with mail for Waimea; all Japanese fix trail to Puu Oo; Matsu washes; Fitzsimmons and John Crowley make bedsteads; Palmer and companion arrived with 3 horses from Waimea.*

Weather bright and warm all day; Trade wind. [page 167-168]

**Monday, March 28<sup>th</sup> 1892.**

*Fitzsimmons and John Crowley and Bormann over to Puu Oo house putting up tank there and fixing house; finished; Spohler leaves with team to fetch up lumber; Ah Ano looks after horses; 5 Japanese on trail to Hopuwai; Matsu washes.*

Weather dry during previous night and all day though dull but very mild and calm; Trade. [page 174]

**Tuesday, March 29<sup>th</sup> 1892.**

*Fitzsimmons and John Crowley make short ends to spout for **Laumaia**, New Spout on laborer House I, fix roof on Laborer house II and work on buckles and body; Bormann paints Sitting Room New Dwelling house; 5 Japanese come over from **Hopuwai** to **Laumaia** and set posts there for Tank, then go over to **Kalaieha**. Ah Ano shepherd; Matsu sick.*

Weather dry till 3 o'clock when fog and mist; Trade wind. [page 174-175]

**Thursday, March 31<sup>st</sup> 1892.**

Ah Ano shepherd; Bormann helps on forge to make clamps for buckboard; then bundles hides, packs lumber gets in mules and helps to make wagon ready; Spohler returned with lumber from Kawaihae, horse "Willy" in Waiki sick; 4 Japanese finished setting posts for Cook house; then leave for **Laumaia** to fix the old stone pen there; Fitzsimmons and Jack put up brackets for lumber in Wool shed addition then make frame for a light to cook house and smoke box for chimney.

Weather fog, rain and mist all day; Trade wind. [page 175-176]

**Saturday, April 2<sup>nd</sup> 1892.**

Ah Ano herds wethers; Bormann returns from **Keanakolu**; Fitzsimmons and John Crowley Cook house; 4 Japanese on stone pen and new gate at **Laumaia**. Matsu and Kumahei house.

Weather fine all day; Trade wind. [page 176]

**Monday, April 4<sup>th</sup> 1892.**

Ah Ano herds wethers; Bormann packs lumber for Tank to **Laumaia**; Fitz and Jack finish cook house and put up two platforms in Woolshed; 4 Japanese on Road to **Hopuwai**.

Weather bright and warm all day; Trade wind. [page 176]

**Tuesday, April 5<sup>th</sup> 1892.**

Ah Ano herds wethers; Bormann paints and whitewashes Cook house; Spohler returned with team alright; Fitzsimmons and John Crowley leave for **Laumaia** to put up Tank and spouts and overhaul house; 4 Japanese from **Hopuwai** to **Laumaia** to put up gate.

Weather fine and warm all day; Trade wind. [page 176]

**Thursday, April 7<sup>th</sup> 1892.**

Ah Ano returns with mail from Waimea, mule looked bad; Bormann herds wethers; Spohler fixes fences; Fitzsimmons and John Crowley finished at **Laumaia** and left for **Hopuwai** to fix roof of house and sundry small other jobs; 4 Japanese work on Road to **Hopuwai**.

Weather extremely fine all day; Trade. [page 177]

**Monday, April 11<sup>th</sup> 1892.**

Fitzsimmons and John Crowley make a back house for Waimea; Spohler fixes fences and looks after horses, saw those wethers that ran away on Saturday above the **Puu Oo**

fence at **Huikau**; Kumahei cleans garden paths; 4 Japanese on road to **Hopuwai**; 2 Policemen left for **Keanakolu**, met 1 Policeman not far off **Hopuwai** towards **Laumaia**, returned to **Keanakolu**.

Weather fog and rain over at **Laumaia**; none at **Kalaieha** where South wind. [page 178]

**Tuesday, April 12<sup>th</sup> 1892.**

*Eben P. Low and his men arrived at **Pohakuloa** to catch cattle; Joe brought over several horses for water and pasturage; Spohler looks after sheep and brings in colt "Drummond" which used to run before with flock at **Laumaia** and is probably kicked off; Kumahei cleans garden and helps on sundry jobs; Fitz and Jack finish back house and commence to make several wagon pieces; 4 Japanese finish road to **Hopuwai** and start on Telephone line through the Paddocks I and II.*

Weather bright and hot all day; fog evening and very slight mist; Trade.

*Late in the evening several of Low's men with 30 horses and Tame cattle arrived from Pohakuloa. [page 178-179]*

**Wednesday, April 13<sup>th</sup> 1892.**

Bormann and Ah Ano return from **Kawaihae**, delivered 141 sheep to steamer, 13 lost; 2 of them put into the Paddocks again at **Kalaieha**; Spohler helps to bring sheep from upper Paddock into the lower one; then fixes fences; Kumahei cleans garden paths; 4 Japanese on Telephone line; Fitzsimmons and Jack made several wagon pieces ready.

*Eben P. Low and John Low arrived from **Pohakuloa** with team and wild cattle caught there, all stopped over at **Kalaieha**, in the evening go mauka to catch cattle at **Puu Kumu**; delivered to Low 3 horses bought sometime ago.*

Weather is extremely hot and dry by South wind; evening calm and very pleasant.

Low and men went in the evening late again but had no success. [page 179-180]

**Thursday, April 14<sup>th</sup> 1892.**

*Low and men left in the early morning for **Laumaia**, went mauka above **Kalepe o Moa** but saw only a few heads of cattle, lost one on the road at **Huikau**; arranged with Low that of all cattle he will lose during his stay at **Laumaia** he is to deliver the hide at the vat there, but shall not pay for the cattle as stated the stipulated price of \$3.00; Fitzsimmons and John Crowley sundry small jobs and finished their work; Ah Ano shepherd; Spohler over to **Waiki** to burn off the dry grass in that paddock there; Bormann paints back house for Waimea and windows in new cook house; 4 Japanese on Telephone line, finished 8 posts; Kumahei cleans garden paths.*

Weather extremely warm all day; thunder afternoon but no rain; Trade in the evening. Brought in 5 horses from **Puu Oo** and "Box" with Lightfoot. [page 180]

**Sunday, April 17<sup>th</sup> 1892.**

During night Kramer arrived from **Hopuwai** reporting that Muller in **Keanakolu** was arrested and taken to **Laupahoehoe**; that *Eben P. Low got his left hand hurt by a lasso and was taken down to the **Hopuwai** house*; Ah Ano returned with mail from Waimea; Waltjen in from **Laumaia**; Kramer left; Bormann left with horse "**Kaluamakani**" for **Keanakolu**; proceeded to **Keanakolu**; met at **Hopuwai** Low and Japanese Physician; arrived at **Keanakolu** at ½ past 6. [page 181]

**Tuesday, April 19<sup>th</sup> 1892.**

Returned from **Laupahoehoe** to **Kalaieha**; Wulbers put in at **Keanakolu** again; Bormann returned to **Kalaieha**; 4 Japanese on Telephone line at **Hopuwai**; saw thick smoke at **Puu Oo**, met Spohler who told me that he made fire there, sent him out to extinguish it, reported to have done; arranged with Ah Ano to get in Johnny Morgan flock, but as a foal just born had to leave him behind; Ah Ano herds wethers afternoon; Kumahei in garden yet.

Weather extremely dry, day and night, no fog, mist or drip; Trade wind. [page 182]

**Friday, April 22<sup>nd</sup> 1892.**

Ah Ano herds wethers; Kumahei garden yet; left with Bormann and 5 mules for **Hopuwai** to bring Japanese from there to camp between **Laumaia** and **Puu Oo**; Japanese finished Telephone posts through Paddock I and II.

Weather very dry all day; Trade. [page 183]

**Thursday, May 5<sup>th</sup> 1892.**

Proceeded to **Ookala**, settled with wages \_\_\_\_ of having the road changed through **Ookala** land, and proceeded to **Keanakolu** and **Hopuwai**; **John T. Baker with Rickard and 5 Natives had passed through to Piihonua**; John Low arrived the previous night and stopped over; went on to **Laumaia** the next day; arrived at **Kalaieha** at 5 o'clock.

Heavy south wind and extremely dry. [page 186]

**Wednesday, May 25<sup>th</sup> 1892.**

Bormann and Ah Ano returned from **Waimea**; delivered 152 sheep to steamer; 2 sheep played out at Waimea and were sold to Akona for \$6.00; worked on pit for back house, fence and waterhole; Matsu makes wool bags; Kumahei carries Telephone Instruments over to **Puu Oo** house; garden work; 4 Japanese on Telephone line.

Weather slight fog previous night; very dry and cool during day, heavy wind, evening some fog and mist; calm then; Trade wind. [page 191]

**Monday, May 30<sup>th</sup> 1892.**

Matsu washes; Kumahei carries Telephone instruments to **Laumaia**; 4 Japanese finished overhauling first part of line and commenced to stretch wire; Ah Ano shepherd sent to **Kipuka ahina** to look after two Natives said to have arrived from **Ookala**; not there, camp probably lower down near **Hale Aloha**. Bormann left for **Hopuwai**.

Weather very dry all day; no fog in day. Trade. [page 192]

**Monday, June 6<sup>th</sup> 1892.**

Ah Ano packs Telephone wire and blankets over to **Hopuwai** and provisions to **Keanakolu** where he stops over night; Bormann in **Hopuwai**; Kramer returned from his vacation; Kumezu carries Telephone Instruments over to **Hopuwai**, other Japanese proceed stretching wire and go over to **Hopuwai** where they stop over night; Matsu makes wool bags.

Weather dry during day, but slight rain during night; Trade. [page 194]

**Thursday, June 9<sup>th</sup> 1892.**

Returned to **Kalaieha**; Ah Ano returned with mail from Waimea, then helps with Bormann to pick out 150 wethers for Honolulu; *all Japanese kill thistles out*; Matsu makes wool bags.

*The first conversation on Telephone from Hopuwai to Kalaieha at 12 o'clock.*

Weather afternoon at 5 o'clock rain, light; Trade wind. [page 195]

**Monday, June 20<sup>th</sup> 1892.**

Ah Ano shoots a cow for beef; Charles [Hall] helps to put 2 young team horses on a rope; Bormann herds wethers; *5 Japanese on road to Waimea; 3 Japanese work with Schlemmer kills out thistles*; Matsu house and garden work; Japanese garden work.

Weather extremely dry all day; Trade. [page 198]

**Monday, June 27<sup>th</sup> 1892.**

*Schlemmer with 9 men weeded out thistles*; Bormann and Kumezu pack over tent and poles from **Laumaia camp**; *Iwahei, Kumahei and Hatsubare help to lay out boundary between Humuula and Piihonua*; Charles breaks in horses; Matsu prepares grass for mattresses; Ah Ano fixes fences and shepherds; Ah Si left for Waimea.

Weather fog and mist all day; Trade. [page 200]

**Wednesday, June 29<sup>th</sup> 1892.**

*Schlemmer with 10 Japanese weeds thistles*; Yamauchi and Matsushigi home; *Iwahei and Taniguchi help to lay out line between Kaohe and Humuula*; Ah Ano leaves with mail for Waimea and horse sold to Pakenia for Koki; Charles leaves with team for Kawaihae; Bormann takes mule January with hides back from **Laumaia**; Matsu grass for mattresses.

Weather fog, rain and mist almost all day, for only a few hours, clear; Trade wind. [page 201]

**Thursday, June 30<sup>th</sup> 1892.**

*Schlemmer with 8 Japanese weeds thistles yet; Taniguchi and Iwahei help to lay out boundary between Piihonua and Humuula*; Punikio, Nagami, Nakatani and Matsushigi stop home; Ah Ano returns with mail from Waimea; Bormann fixes fence and stone wall; Matsu mattresses.

Weather rain during previous night, fog and mist almost all day; Trade wind. [page 201]

**Monday, July 4<sup>th</sup> 1892.**

Ah Ano herds wethers; Charles breaks horses for team; Bormann packs hides from **Laumaia** and **Hopuwai**; Matsu and Hazu wash and weed garden; *Taniguchi, Iwahei, Hatsubare, Kumahei, Toraguchi, Eizuchi and Tasaka start on stone wall between Piihonua and Humuula*; *Masaki, Kosina, Komezu, Punikio, Nagami, Nakatani, Kanikubo, Matsutaki and Matsushigi start on fence between Humuula and Piihonua at Kaelewai*; Schlemmer Luna.

Weather very fine all day; Trade wind. [page 202-203]

**Wednesday, July 6<sup>th</sup> 1892.**

Bormann with 7 mules over to bring tent and provisions to 2 Japanese camps and **Kaelewai** and half way up to **Puu Oo**, afterwards bundles hides; Charles breaks horses

for team; Ah Ano herds wethers; Nakatani and Yamauchi sick; Matsu and Hazu house and garden work; *15 Japanese on fence Piihonua*; Schlemmer, Luna.

Weather fine all day; Trade wind. [page 203]

**Thursday, July 7<sup>th</sup> 1892.**

Bormann herds wethers; Ah Ano shoots a cow for beef, saw 6 wild dogs above Puu Horse pen outside the wall in the clinkers; Matsu and Hatsu wash and mend clothes; Nakatani, Yamauchi and Matsushigi stop home, *all other Japanese work on Piihonua fence and wall*; Charles leaves with team for Waimea; 2 Japanese arrive on foot from Waimea.

Weather hot and dry all day; fog and slight mist in the evening; Trade wind. [page 204]

**Saturday, July 9<sup>th</sup> 1892.**

Ah Ano leaves with mail for Waimea; Bormann herds wethers; Matsu home; Schlemmer Luna; *7 Japanese (station men) work on Horse wall all day*; other gang stops work at noon being too wet.

*Hopuwai and Laumaia report that 4 Japanese, 4 Natives, 2 Natives and 2 Japanese women past for Halealoha, stop over night in cave below Laumaia horse pen.*

Weather fog, rain and mist all day; Trade. [page 204]

**Sunday, July 10<sup>th</sup> 1892.**

Bormann herds wethers; Ah Ano returns with mail from Waimea; *Charles returns with load for professor Alexander*; Johann Wulbers over from *Keanakolu* to take provisions back, sent Schlemmer to *Puu Oo* lower gate to watch men coming from *Laumaia* going to *Halealoha*, did not see them; hired Japanese Tokohara for \$15.00 to work on fence.

Weather slight fog and mist all day; Trade. [page 205]

**Monday, July 11<sup>th</sup> 1892.**

Ah Ano herds wethers; Bormann packs water to Japanese Camp; Charles leaves with team for Waimea; Nakatani sundry jobs and helps to sort wethers for Honolulu; *7 Japanese work on stone wall at Kaelewai*; *9 on Piihonua fence proper*. Matsu and Hatsu house and garden work; Schlemmer, Luna.

Weather fog, mist and rain all day; Trade wind. [page 205]

**Tuesday, July 12<sup>th</sup> 1892.**

Bormann, Ah Ano and Nakatani left with 154 sheep for Honolulu, no trouble as far as *Waiki*; *7 Japanese working on stone wall, stop home having sore hands*; *9 men work on Piihonua fence*; Matsu and Hazu house and garden work; Schlemmer Luna; *met Preston and Wall at Waiki coming from Waimea and proceeding to Kalaieha.*

Weather fair all day. [page 205]

**Wednesday, July 13<sup>th</sup> 1892.**

Masaki and Yamauchi stop home; all other hands, 7 on fence & on wall, work; Charles returns with team from Waimea alright; *Professor Alexander with Chamberlain and cook came up*; Matsu and Hatsu some house and garden work.

Weather fair all day, fog and mist at dark; Trade wind. [page 206]

**Friday, July 15<sup>th</sup> 1892.**

5 Japanese on fence **Piihonua** boundary stop home; 5 work on same; 7 men on stone wall; Matsu and Hatsu plant peas, corn and beans; then weed the garden; Muir in from **Keanakolu**; Charles breaks colts; late surveyor Baldwin with 1 Native boy and pack train arrived from Hilo.

Weather fine all day; Trade wind; clear all night. [page 206]

**Saturday, July 16<sup>th</sup> 1892.**

Discharged Charles Hall who left; Bormann, Ah Ano and Nakatani returned from Kawaihae, delivered 150 sheep to steamer; Charles Wells and Kauwe with pack mules for Surveyor Alexander arrived from **Laumaia**; Matsu stops home, Hazu house and garden work; 6 Japanese work on Stone wall others on road along fence through bush at **Piihonua**; all stop work at noon on account of bad weather.

Weather fog and rain till 2 o'clock, when clearing off; Trade wind. [page 207]

**Sunday, July 17<sup>th</sup> 1892.**

Parties into **Aina Hou** hunting geese and pigs; Kauwe found **Waihu** and put a flag up there.

Weather fair all day; Trade.

Ah Ano out for beef, but none got. [page 207]

**Tuesday, July 19<sup>th</sup> 1892.**

Ah Ano out for beef again, returned with 2 calves from Pohakuloa; Bormann helps to fix wagon, then makes harness ready, feeds the team horses and sundry other jobs; Hatsu and Matsu house and garden work; Matsushigi and Tokuhara stop home, all other hands work on fence and stone wall at **Piihonua** boundary; Surveyor's party started out for **Mauna Kea**, but returned as one mule ran away and could not be found in the fog, found in the afternoon.

Weather fog till 10 o'clock, then clear but fog again afternoon, clear and bright during night; Trade wind.

J. Wulbers in from **Keanakolu** with letters; returned to **Hopuwai**. [page 208]

**Wednesday, July 20<sup>th</sup> 1892.**

Ah Ano leaves with mail for Waimea; Charles Wells leaves with team for Kawaihae; Bormann fixes fences sheep Padd II; Professor Alexander, Preston, Wall and Chamberlain with Baldwin and cook, guide and Pitt leave for the summit of **Mauna Kea**, 11 pack mules; 10540 [feet] above alright; Matsushigi and Nakatani home, all other men set posts, make road and build stone wall; Hazu and Matsu garden work.

Weather fine all day, 5 o'clock fog; Trade.

Natives returned at 8 o'clock with mules and horses. [page 208]

**Friday, July 22<sup>nd</sup> 1892.**

Ah Ano shepherd; Bormann and Pitt take paint over to **Puu Oo house** and start to paint it; Matsu and Hatsu garden and house work; 8 Japanese on stone wall; 10 on fence; at about 3 o'clock Baldwin and Chamberlain returned from the top of **Mauna Kea**, being sick;

*Kauwe and Lancaster with 3 mules up to **Mauna Kea** to pack fire wood, Lancaster and 2 mules returned, Kauwe stops over; Nakamura in from **Halealoha** to buy provisions.*

Weather fair all day; Trade. [page 209]

**Saturday, July 23<sup>d</sup> 1892.**

*Ah Ano shepherd; Bormann and Pitt paint house on **Puu Oo**; 8 Japanese on stone wall, 10 on fence on **Piihonua** boundary; Charles Wells returned with team alright from Kawaihae, complaining very much about the road from **Auwaiakeakua** to **Waimea**; Kauwe returned from **Mauna Kea**; Hatsu and Matsu house and garden work.*

Weather some slight rain and fog early morning, afternoon clear and bright; Trade wind. [page 209-210]

**Tuesday, July 26<sup>th</sup> 1892.**

*Bormann packs provisions over to **Laumaia** and takes potatoes from **Hopuwai**; Pitt paints the small house at **Puu Oo**; Matsu and Matsushigi sick; Yamauchi home; Hatsu house work; Ah Ano shepherd and packs water to Japanese Camp; 7 Japanese on fence and 8 Japanese on stone wall **Piihonua** boundary; Rickard, McKinley and natives stop over at **Puakala**; Survey party Alexander and Preston returned alright from top of **Mauna Kea**; one man Mr. Moore, who left on foot at ½ past 8 not yet in.*

Weather warm and dry all day; Trade wind.

Moore arrived on foot at 9 o'clock. [page 210-211]

**Thursday, July 18<sup>th</sup> 1892.**

*Returned to **Hopuwai** where stopped over night; **Kalaieha** Mr. Preston, Baldwin and Wall leave for Hilo; Moore via **Keanakolu** for Mana; Native Kauwe with horses and mules for Waimea; Ah Ano shoots cattle for beef; 9 Japanese on **Piihonua** fence and 8 Japanese on stone wall progressing very slowly as on Paahoehoe. Hatsu washes. [page 211]*

**Monday, August 1<sup>st</sup> 1892.**

*Ah Ano packs water to Japanese camp on **Piihonua** and **Waiakea** Boundary; afternoon shepherd; Charles Wells leaves with team for Waimea to take surveyors outfit down; Alexander, Chamberlain and Louis Koch leave for **Waimea**; Fitzsimmons leaves for **Hopuwai**; Waltjen in from **Laumaia** to settle up; Bormann and Isaac Pitt over to **Laumaia**, the latter to take charge of that place; 8 Japanese on Stone wall on **Waiakea** boundary, 8 Japanese on fence on **Piihonua** boundary; Matsu pillows, finished; Hatsu house and garden.*

Weather dry and cold all day; towards evening fog; Trade wind. [page 212-213]

The Humu'ula Sheep Station Company operations, including the Kalaieha headquarters and out-stations, continued much as described above, until around 1898.

***Leasehold Interests and Ranching on the Government Lands of Ka'ohē and Pi'ihonua***

On September 9, 1891, the Humuula Sheep Station Company secured a formal lease (Lease No. 451) on the tract known as Ka'ohē IV, and covering Pōhakuloa, the summit of Mauna Kea, and the Ka'ohē lands extending to the summit of Mauna Loa. The notes of survey for the new lease described the Ka'ohē tract, and also included authorization for the company to transfer the lease to Hackfeld & Company, dated September 30, 1895:

**GOVERNMENT LEASE NO. 451**

**Dated September 9, 1891**

**C.N. Spencer, Minister of the Interior;**

**to Humuula Sheep Station Co., Aug. Haneberg, President; E. Luhr, Secretary & Treasurer.**

...All that piece or parcel of land known as Tract No. 4, **Kaohe**, Hamakua, Hawaii and more particularly described as follows:

Beginning at the Trig. Station on the hill known as "**Kole-A**" on the side of **Maunakea**, above **Puu Oo** and running as follows:

N 80° 3' W true 13798 feet along **Humuula** to **Lepe a Moa Hill**.

S 40° 0' W true 19876 feet along **Humuula** to **Omaokoili Hill**.

S 15° 14' W true 78286 feet along **Humuula** to North **Pohaku Hanalei** on **Maunaloa**.

S 44° 50' W true 21075 feet along Kapapala to the point in **Mokuaweoweo Crater**, which is 20° 23' W true 5316 feet from the summit Trig. Station W Maunaloa.

N 30° 26' W true 86135 feet along Keauhou 2<sup>nd</sup> of Kona to **Naohuleelua** a point on the flow of 1859 that is S 57° 45' W true 64606 ft. from **Ahumoa** Trig. Station.

N 42° 30' E true 46800 feet along Puuanahulu to the South corner of Waikoloa at the foot of "**Puu ka Pele**."

N 68° 30' E true 60200 feet along Tract No. 3 to the old Trig. Station on the N.E. point of the summit of **Peak Maunakea**.

S 62° 10' E true 24200 feet along Tract No. 5 to the hill **Kaupakuhale**.

S 13° 10' W true 17200 feet along **Humuula** to the initial point, and containing an—  
Area of 137,200 Acres.

This lease is granted upon the condition that the Government may at any time during the term of this lease enter upon, take possession, and dispose of all or any portion of the same for Homestead purposes, the Government allowing in such case, a corresponding reduction on the rents.

Term: 15 years from Sept. 9, 1891.

Rent: \$310. per annum. [State Land Division Lease File]

**Honolulu September 30, 1895.**

**Office of the Commissioners of Public Lands.**

Permission is hereby given to the **Humuula** Sheep Station Co. to assign the within lease No. 451 to Messrs. H. Hackfeld & Co. it being expressly conditioned that no other or further assignment of the same shall be made without the written consent of the Commissioners of Public Lands (or their successors in office) being first obtained for such purposes and subject to the terms and conditions of said lease.

For the Commissioners

J. F. Brown

Commissioner and Agent of Public Lands. [State Land Division Lease File]

In 1891, Samuel Parker also secured a lease on the Ka'ohē III tract (Lease No. 436), which bounded lands held in fee by the Parker Ranch. The parcel included the Hānaipoe out-station, sections of the Māna-Laumai'a trail, and also ran to the summit of Mauna Kea, adjoining the Ka'ohē IV tract (described in Lease No. 451). The notes of survey, recorded in C.S.F. No. 423, recorded the following metes and bounds:

**September 24, 1891**

**C.S.F. 423**

**Description of Tract No. 3 Kaohe, Hamakua, Hawaii.**

**Leased to His Ex. Samuel Parker.**

Beginning at the South East corner of the land **Kalopa**, and running as follows:

1. N 79° 30' W true 3800 ft. along **Kalopa** to Summit of hill **Moano**;
2. N 80° 30' W true 6500 ft. along the same;
3. S 80° 00' W true 2500 ft. to the corner of **Kalopa** and **Paauhau** to a pile of stones, above **Koailiili gulch**;
4. S 88° 10' W true 5027 ft. along Paauhau to a pile of stones on the N W side of **Kaluamakani**;
5. S 43° 34' W true 16170 ft. along Paauhau to **Kemole hill**;
6. S 54° 10' W true 27900 ft. along Paauhau to **Puu Laau**;
7. N 70° 00' W true 9700 ft. along Paauhau to a point near **Aiakala** on **Auwaiakeku**;
8. S 35° 30' W true 8500 ft., along **Waikoloa** to **Keonehehee**;
9. S 20° 30' E true 22200 ft. along Waikoloa passing **Puu Kekee**, to the South corner of Waikoloa on the Southeast side of **Puu Ka Pele**;
10. N 68° 30' E true 60200 ft. along Lot 4 **Kaohe**, to the summit Peak of **Maunakea**, to the old Trig Station on the NE point of it.
11. N 17° 30' E true 22600 ft. along Lot 5 **Kaohe**, to the peak **Kole**;
12. N 9° 00' E true 8700 ft. along the same down the mountain side to the initial point and containing an area of 38700 Acres. [Hawaii State Survey Division]

This lease is granted upon the condition that the Government may at any time during the term of this lease, enter upon, take possession, and dispose of all, or any portion of the same for homestead purposes, the Government, allowing in such case, a corresponding reduction on the rents...

Consent is hereby given to a mortgage of the foregoing Lease to Charles A. Bishop trustee and to Mr. G. Irwin and S.M. Damon Trustees...Chas T. Gulick, Minister of the Interior. [Hawaii State Survey Division Files]

Lease No. 452 for the forest lands of Ka'ohē V was also issued to J.M. Horner and J.F. Hackfeld (Kukaiāu Plantation Company) on September 9, 1891. The Ka'ohē V tract, covered the lands from the "1877 Mountain Road" at Papa Gulch to Hanaipoe iki Gulch at Kalopā (the road being the *makai* boundary), to the "summit hill of Maunakea," and recorded the following metes and bounds:

**GOVERNMENT LEASE No. 452**

**September 9, 1891**

**C.N. Spencer, Minister of the Interior;  
to the Kukaiāu Plantation Co. Limited**

...all that piece or parcel of land known as Tract No. 5, **Kaohe**, Hamakua, Hawaii, and more particularly described as follows:

Beginning at the point where the *Mountain road of 1877 crosses the Papa Gulch*  
and running as follows,

S 45° 0' W true 5500 feet along **Koholalele**, the gulch being the boundary;

Due South true 11600 feet along **Koholalele** to **Puu Kea**;  
 N 74° 10' E true 15800 feet along the head of the land of **Koholalele** to a *water hole on the mauka side of Puu o Kihe*;  
 S 41° 00' E true 5200 feet along the head of the land **Kukaiau** to its south corner, just *mauka* of **Iolehaehae**;  
 S 73° 10' E true 5400 feet along Government tract to a place called **Waikulukulu** at the west base of the hill **Puu Kalepa**;  
 S 34° 30' W true 9000 feet along **Humuula** to the double Hill **Holei Kanakaleonui**;  
 S 18° 40' W true 26000 feet along **Humuula** to the hill **Kaupakuhale**;  
 N 62° 10' W true 24200 feet along Govt. Tract No. 4 to the old Trig Station on the N.E. point of the *summit hill of Maunakea*;  
 N 17° 30' E. true 22600 feet along Tract No. 3 to the hill **Kole** on the north face of **Maunakea**;  
 N 9° 0' E true 8700 feet along Tract No. 3 to the South angle of **Kalopa**;  
 N 13° 40' W true 14400 feet along **Kalopa**, the boundary being the **Hanaipoe Iki** gulch, to the *Mountain road*.  
 S 89° 00' E true 13500 feet along — said mountain road being the boundary, to “**Hope A**,”  
 S 60° 00' E true 7400 feet along the same road being the boundary to initial point, and containing an Area of 24250 Acres.

This lease is granted upon the condition that the Government may at any time during the term of this lease enter upon, take possession, and dispose of all or any portion of the same for Homestead purposes, the Government allowing in such case a corresponding reduction on the rents... [Hawaii State Land Division Lease File]

As the leases in Ka'ohē were being granted in 1891, J.T. Baker also applied to the Commissioners of Crown Lands for an extension of his lease on Pi'ihonua. The minutes of the Commission reported:

**September 14<sup>th</sup>, 1891**

**Present: Saml. Parker, J. Mott Smith, C.P. Iaukea:**

...A communication from J.T. Baker was read, proposing to surrender the lease of Waiakolea & Kaimu, Puna, in consideration of an extension of his present lease of **Piihonua** for fourteen years at an increased rental of \$300. per annum from now. After some discussion it was agreed to defer formal action until the Minister of Interior had been consulted with regarding certain water rights and privileges upon the land of **Piihonua**... [HSA – Series 367 Minutes 1888-1895:38-39]

Subsequently on September 29<sup>th</sup>, 1891, the Commissioners, granted Baker's request, adding another fourteen years to the lease, to begin on March 21<sup>st</sup>, 1907:

**September 29, 1891**

**Memorandum of Agreement**

**Between J. Mott-Smith, Samuel Parker, and C.P. Iaukea; and John T. Baker (Extension of terms of Lease No. 103):**

Memorandum of Agreement entered into this 29<sup>th</sup> day of September A.D. 1891 between the Commissioners of Crown Lands and the within named John T. Baker. Whereby it is agreed that the within lease shall be and is extended for the term of Fourteen years from March 21<sup>st</sup> 1907. The said John T. Baker, his executors and assigns paying an annual rent for the residue of the within term and extension thereof at the rate of Three Hundred Dollars instead of One Hundred and Fifty, as reserved by the said lease. And it is further agreed and understood that in consideration of the extension hereby granted, the said John T. Baker for himself, and his heirs and assigns, releases and quitclaims, all his right, title, interest and claims in and to the water and springs of fresh water upon the land herein described... [Lease No. 103 – State Land Division]

On January 24<sup>th</sup>, 1894, Hackfeld and Company applied, on behalf of the Humuula Sheep Station Company, to the Commissioners of Crown lands for a 30 year extension on the lease of Humu'ula. In the application, the applicant described its' desire to build a substantial road between Kalai'eha and the coast at Hāmākua, noting that the extension on the lease would help make such an undertaking feasible. Minutes of the Commission provide details on the application and the subsequent denial of the extension:

**March 21, 1894**

**Present: J.A. King, W.O. Smith, C.P. Laukea**

A communication from H. Hackfeld & Co. was read requesting that the present Lease of the Crown Land of *Humuula* to the *Humuula* Sheep Station Co., which has 14 years to run, be extended for the term of 30 years from now, upon same terms, so as to enable the Company to *construct a substantial road from Kalaieha, the station on Humuula, to Ookala or Paauilo, on the Hamakua Coast.* Thereby affording better facilities for the shipping of wool, sheep &c.

The communication further stated that the construction of a good and substantial road would involve considerable expense, besides being a permanent improvement to the land.

After some discussion on the general policy of the Board in dealing with questions of renewal or extensions of Leases, the following action, or motion of the Attorney General was agreed to viz:

That as the Commissioners at present viewed the matter, it would be contrary to the policy hereto for adopted to grant an extension while there is so long a term unexpired, but the Commissioners are willing to meet the Representative of the *Humuula* S.S. Co., to hear any further statements they have to make... [HSA – Series 367 Minutes 1888-1895:76-77]

**April 4<sup>th</sup>, 1894**

**Present: Mr. J.A. King, Mr. W.O. Smith, C.P. Laukea, Land Agent; and Mr. H. F. Glade was also present by invitation.**

The Agent stated that in accordance with the action taken by the Commissioners at their last meeting in the matter of the application of the *Humuula* S.S. Co. for an extension of its lease of *Humuula*, he had communicated to Mrrs. H. Hackfeld & Co., agents, the decision of the Commissioners. Mr. Glade representing the Company, was now present to make further statements on behalf of Mr. Haneberg the Co's. Manager.

Mr. Glade states that it had been found necessary in carrying on the Company's affairs to *build a road from the Station at Kalaieha to the Hamakua coast which would mean a large outlay.* This the Co. could not do unless an extension of the present lease was obtained. The proposed road it is claimed would open up a large section of country for agricultural purposes and would greatly enhance the value of the surrounding lands, of which a large portion belonged to the Gov't.

If the renewal asked for was not granted the Company would not be able to carry out the proposed improvements. He therefore urged that the Commissioners take the matter into consideration and hoped that a favorable decision be reached.

After some few general remarks as to the advantages which would result by the opening of the proposed road, Mr. Glade retired.

It was then resolved that final action be deferred until the Commission was in possession of more definite information as to the general character of the surrounding lands and whether the opening of such a proposed road would benefit the public generally. The

Agent was instructed to communicate with the Survey Department for the required information...

...It was also further agreed, in the matter of the **Humuula** S.S. Co's. application for extension of the lease of **Humuula**, that from all the information received relative to the subject, the Commissioners see no good reason to change their opinion as expressed at a meeting of the Board held Jany. 24<sup>th</sup> last which in effect was unfavorable to the application... [HSA – Series 367 Minutes 1888-1895:78-80]

The thirty year extension on the lease of Humu'ula to Hackfeld and Company was not granted.

Being faced by difficulties in operation and logistics, the Humu'ula partners were granted permission to transfer their lease of the Ka'oho IV parcel, including the Pōhakuloa tract, to H. Hackfeld & Company on September 30<sup>th</sup>, 1895 (Lease No. 451). On November 11<sup>th</sup>, 1895, The Humu'ula Sheep Station Company, formally mortgaged its' business interests, including the Humu'ula and Ka'oho leases, and operational resources to H. Hackfeld and Company. The conveyance described the resources of the operation, and various lands associated with it:

**November 11, 1895**

**Chattel Mortgage**

**Humuula Sheep Station Co. (Aug. Haneberg and J.F. Hackfeld);  
to H. Hackfeld & Co.**

**(Indenture of lands, livestock and resources to H. Hackfeld & Co.):**

This Indenture made this 11<sup>th</sup> day of November A.D. 1895 by and between the **Humuula** Sheep Station Company, a corporation organized and existing under the laws of the Hawaiian Islands of the first part and Paul Isenberg and J.F. Hackfeld of Honolulu, partners in business at said Honolulu on the Island of Oahu, under the name of H. Hackfeld & Co., of the second part. Witnesseth: Whereas the corporation is indebted to the parties of the second part in the sum of Nineteen Thousand Eight Hundred forty four 67/100 Dollars or there abouts which indebtedness bears interest at seven percent (75) per annum, payable annually, and whereas the party of the first part have requested the parties of the second part to defer demanding payment of said amount and to make further advances to carry on said Company's sheep Ranch which advances including the present debt may amount to twenty Thousand Dollars (\$20,000.) the making of any further advances and the extent of the same to remain however solely in the discretion of the parties of the second part. Now therefore this Indenture Witnesseth: That the party in consideration aforesaid and of One Dollar to it paid by said parties of the second part, the receipt whereof is acknowledged, does hereby assign, transfer and set over unto the said parties of the second part, their executors, administrators and assigns the following indentures of lease, viz:

- 1) *Lease of the Commissioners of Crown Lands to James W. Gay dated March 6, 1876 of record in Liber 45 on pages 258 to 261 and the extension thereof granted July 30, 1883 of record in Liber 45 on page 259, said lease being assigned to said party of the first part by indenture dated October 31, 1883 of records in Liber 86 pages 79 & 80.*
- 2) *Lease of the Hawaiian Government No. 451, dated 9<sup>th</sup> September 1892 [1891] to the Humuula Sheep Station Co., of land known as Tract No. 4, **Kaohe, Hamakua, Hawaii. Area 137200 Acres.***

To have and to hold the said leases and the lands and premises thereby demised with all improvements and buildings thereon and all tenements, hereditaments and privileges thereto belonging but subject to the terms and conditions in said leases expressed for the

unexpired term of said lease or any extension thereof. And in consideration aforesaid the party of the first part does further sell, convey, bargain and set over to said parties of the second part all of its stock running on said leasehold lands, viz: *Twenty Thousand sheep more or less; Three Hundred Eighteen (318) tame Horses branded [ \_\_\_\_\_ diagrams]; Two Hundred (200) semi wild Horses in **Aina Hou**, partly branded as above; Eighteen (18) Wagon Saddle and Pack Mules branded as above; all clips of wool; fourteen wooden tanks; Wagons; Harnesses; To have and to hold the same with the increase thereof to said parties of the second part... [BoC Liber 157:284-286]*

A note on the same conveyance records that the Haneberg brothers and partners were able to repay the loan on October 26<sup>th</sup> 1897 (BoC Liber 157:285), thus retaining their interest in the Humuula Sheep Station Company for a few more years.

As noted in the Haneberg journal and other records above, a dispute arose regarding the boundary between the lands of Humu'ula and Pi'ihonua. Indeed, the Pu'u 'O'o out-station of the Humu'ula Sheep Station Company had been built on Pi'ihonua, land which had been leased to John T. Baker in 1887. The official boundary between Humu'ula and Pi'ihonua was finally settled by the Boundary Commission on October 3, 1891. On January 16<sup>th</sup>, 1896, and after several years of litigation, the Humuula Sheep Station Company and John T. Baker came to an agreement regarding the boundaries and compensation for improvements on the land of Pi'ihonua:

**February 25<sup>th</sup> 1898**  
***Humuula Sheep Station Company (Aug. Haneberg and J.F. Hackfeld);***  
***to John T. Baker***  
***(Agreement on the Boundary and use of lands***  
***along the Humu'ula-Pi'ihonua Boundary):***

This Indenture made this 25<sup>th</sup> day of February A.D. 1898 by and between the ***Humuula*** Sheep Station Company...party of the first part, and J.T. Baker residing in Hilo, in the Island of Hawaii said Hawaiian Islands, party of the second part, Witnesseth: Whereas the party of the first part, owns a sheep run and ranch on the slopes of Maunaloa, including leaseholds above the District of Hilo, and Whereas the party of the second part, owns a leasehold below the sheep run of the party of the first part, but adjacent thereto used as a cattle ranch, said cattle ranch including the *Ahupuaa* of ***Piihonua***, extending from the town of Hilo up to the property aforesaid, of the party of the first part, and Whereas, the party of the first part, heretofore at its own expense erected a fence on a line which was supposed to be on the true boundary line between the properties aforesaid of the parties of the first and second parts, and has demanded contribution of the party of the second part towards the expenses of said boundary fence and towards the completion thereof; and Whereas, the party of the second part has declined to make such contribution assigning among other reasons for his refusal, that the fence was not upon the true boundary line, but took in portions of the leasehold owned by the party of the second part as aforesaid; and Whereas, heretofore the party of the second part brought an action of trespass in the Circuit Court of the Third Judicial Circuit, Republic of Hawaii, to recover damages of the party of the first part for trespass of its sheep and animals upon the lands aforesaid of the party of the second part which suit terminated in favor of the party of the second part, who was awarded \$3,000.00 damages in said suit; and Whereas upon the termination of said suit as aforesaid, the parties hereto agreed to adjust all their differences hereinabove set forth, and did so adjust the same, upon the 16<sup>th</sup> day of January, 1896, by executing an agreement, a copy of which is hereto attached, marked "Agreement" and made a part hereof; said agreement consisting of a proposition by the party of the first part to the party of the second part, and acceptance thereof, with certain modifications and additions by the party of the second part and a stipulation adjusting both propositions attached hereto. Now therefore, the parties of the first and second parts

hereby mutually agree to all and singular the terms, conditions and stipulations of said agreement therein mutually accepted by them and do hereby covenant and agree to observe and perform the same, it being understood that all strips of lands enclosed within the properties of either of the parties hereto by the fence already built and by the fence to be built pursuant to said agreement, which are in fact the property of the party shut out from possession thereof by said fence, shall never the less be considered as leased to the party within whose enclosure such strips shall be found, without rent for and during the balance of the terms of the lease of **Piihonua** now held by the party of the second part...

Exhibit A. The **Humuula** Sheep Station Company will build at their expense a six foot wire fence, three and a half feet high from **Waikē Gulch** turning mauka to a straight line between **Puu Oo and Lae**, laid out by Baldwin, and on this line to **Lae**, and along the boundary line between **Paukaa** and **Piihonua** down into the woods for such a distance as to prevent sheep and horses running on **Paukaa** to enter **Piihonua** within nine months after date of this agreement; Baker to haul posts wherever they are off the line more than 100 yards, posts to be cut on both lands, **Humuula** and **Piihonua** wherever they can be had best without charge to the **Humuula** Sheep Station Company. The **Humuula** Sheep Station Company agrees to keep the whole fence and stone wall between **Humuula** and **Piihonua** in good repair, with the right to cut and use posts on both lands as stated before for said purpose, but fence and stone wall remain their property after expiration of Baker's lease of **Piihonua**. We close up the road through **Aina Hou** opened up by Baker, but he shall be permitted to work a new road at least 1500 feet below the lowest point of **Aina Hou** from **Waiakea** to **Piihonua**. Baker shall have the free use of the piece of **Humuula** excluded by our stone wall and situate between the boundary line from **Kahiliku**, as shown by Lidgates survey of **Piihonua**, to **Kaelewai** or **Kaelewa**, a hill in the lava; thence to the stone wall and along the same to the aa flow of 1855; thence along the edge of said to **Kahiliku**, the point of commencement. The line the so called boundary fence between **Piihonua** and **Humuula** is built on or will be built on shall be accepted as the boundary line between the two lands for the purposes of the parties. Baker shall be permitted to drive cattle over **Humuula** from **Piihonua** to **Hamakua** via **Kaala** by giving us timely notice thereof and taking such roads, or trails as will be pointed out to him by us in reasonable localities. During the time the boundary fence between **Humuula** and **Piihonua** not being finished, Baker shall not ask for trespass, damages or pasturage for such stock belonging to the **Humuula** Sheep Station Company as may pasture on his unfenced or uninclosed lands of **Piihonua**. The **Humuula** Sheep Station Company agrees to pay the fees of Baker's attorneys and will withdraw their pending suit against Baker for damages done to **Aina Hou**.

Exhibit B. We consent to Mr. Haneberg's proposition with these amendments and additions. The fencing is to be such as the Commissioners have prescribed. Time to finish fencing nine months. The line of fencing is agreed to except that it should turn mauka at least 25 fathoms on the Kau side of the Waikē gulch. Mr. Baker declined to bind himself to haul posts though he intends to help in so doing as far as he reasonably can. The fencing and stone wall to go to **Humuula** so far as Baker's rights therein are concerned at end of lease or end of renewal or new lease if he obtains same, Baker claims the privilege of taking cattle and stock across to and from **Hamakua** and agrees to give timely notice of his intention so to do, and he further agrees to keep the cattle etc., and drivers off the made road except at the gates but submits that the further provisions about following the trails to be pointed out by the agents of **Humuula** is unnecessary and should be left out. He further claims the right for all persons coming and going between **Hamakua** and **Piihonua** to use said way, the above provision to be without prejudice to his assertion of the right that said way is an ancient and public way if he chooses so to do. A gate is to be built at **Lae**. This agreement and the payment of \$500. and costs of Court by **Humuula** to

operate as full payment, satisfaction and discharge of all claims, demands, and causes of actions whether pending or not by either party up to date... [BoC Liber 112:109-112]

In September 1899, John T. Baker, sold his interest in the *mauka* lands of Pi'ihonua, including the Pu'u 'O'o Ranch station to W.H. Shipman, thus bringing Shipman into the history of the Pu'u 'O'o Ranch operation, which was maintained until the 1970s. The conveyance included the metes and bounds of the land and listed the heads of cattle, horses and livestock, buildings, improvements, and described the brands of the ranch:

**September 26<sup>th</sup>, 1899**

**John T. Baker; to W.H. Shipman**

**(Conveyance of Piihonua – Puu Oo Ranch lands):**

This Indenture of lease and Bill of Sale made this 26<sup>th</sup> day of September A.D. 1899 by and between John T. Baker of Hilo, Island of Hawaii, Hawaiian Islands, party of the first part, hereinafter called the "Lessor" and William H. Shipman of said Hilo, party of the second part hereinafter called the lessee. Witnesseth: That in consideration of the sum of Thirty two thousand dollars (\$32,000) to the lessor in hand paid by the lessee, the receipt whereof is hereby acknowledged, the lessor doth hereby demise and lease unto the lessee all of that certain piece or parcel of land situate in the said District of Hilo, being a part of the *Ahupuaa* of **Piihonua**, described and bounded as follows:

Beginning at the extreme south angle of this land the said point of beginning being at a large mound of stones a little West of the trail crossing the flow of 1855 to **Halealoha**, the place being commonly known as **Mawae**, the boundary runs as described in Certificate 153.

1. N. 82° 32' W. mag. 15620 feet to mound of stones on **Kahiliku Hill**.
2. N. 56° 00' W. mag. 3215 feet to mound of stones on small hill.
3. N. 4° 38' W. mag. 13720 feet to large *Koa* tree on the slope of **Puu Oo** hill 1650 feet from the pile of stones on the summit.
4. N. 38° 20' E. mag. 24220 feet along edge of woods to *pile of stones at place called Lae*.
5. N. 35° 00' E. mag. 1650 feet to a little hollow, the branch of the **Honolii stream** this being the N.W. angle of the land of Piihonua, thence down said hollow and into the Honolii Stream, the south bank of which is the boundary, the direct bearing and distance being;
6. N 80° 50' E. mag. 18020 feet to the N.E. angle of this leased piece.
7. South mag. 37650 feet to the S.E. angle of this piece.
8. S. 78° 15' W. mag. 15000 feet to the point of beginning.

To have and to hold the said demised premises, together with all the rights, easements, privileges and appurtenances thereunto, subject always to a certain contract entered into between John T. Baker and the **Humuula** Ranch fixing boundaries at *mauka* end of **Piihonua**, reference to which is hereby made; or to any part thereof, appertaining unto the said lessee, his executors, administrators and assigns for and during the entire rest and residue of the term of that certain Crown Land Lease of said *Ahupuaa* of **Piihonua** to said John T. Baker dated March 21, 1887, and recorded in the Registry of Deed in Honolulu in Book 106 on pages 126 to 129, and of the full term of the extension of said lease for Fourteen (14) years from March 21, 1907. And for the consideration aforesaid, the lessor doth hereby give, sell and deliver to the lessee 1000 head of cattle, more or less, branded [ \_\_\_ diagram]. And also, all unbranded cattle upon, about or belonging to the said leased

premises. And also about 200 head of horses and mules, more or less, branded [ \_\_\_ diagram], and also all horses mules and cattle branded with Spencer's brands, except those reserved in contract, branded [ \_\_\_ diagram]. And also, the said brand [ \_\_\_ diagram] and the right to use it. And also all buildings, fences, tools, improvements, fixtures and appurtenances upon, about or connected with the said demised premises. It being hereby understood and agreed that the payment aforesaid is the full purchase price for all of said enumerated property... [BoC Liber 205:294-297]

Shortly after the tenant of Pi'ihonua changed from Baker to Shipman, changes were also being considered for the Humu'ula and Ka'ohē Sheep Stations. In 1899, the Hawaiian Gazette, announced that the Haneberg-Hackfeld interests had entered into an agreement to sell the leases and resources of the Humu'ula Sheep Station Company to Samuel Parker, thus bringing to an end, their role in the sheep stations' operation. Though predating the recorded conveyance, the Hawaiian Gazette reported:

**November 3, 1899**

**Meat for Hawaii**

**Heavy Beef and Mutton Hui for the Big Island.**

A Ranch Changes Hands. Col. Sam Parker the Head of the New Company-Supply for Future.

One of the largest land deals ever chronicled in the records of the islands will be consummated on the return of the Hon. Col. Sam'l. Parker from the mainland.

For some time past Col. Parker has held an option of purchase over **the Humuula and Kaohe sheep stations** on the Island of Hawaii, comprising an acreage of 237,000 acres and immediately adjoining his present ranch of about 300,000 acres and was only prevented from completing the purchase before his departure through a difficulty in obtaining a complete inventory of the stock carried.

The lease of this great property which expires in 1908 is held by August Hanneberg, manager of Olowalu plantation, his brother Armin of Honolulu and Manager Gramberg, who together hold the whole of the 1000 shares of the **Humuula** Sheep Station which is capitalized at \$100,000.

With the real estate there is sold about *30,000 head of sheep, 7000 lambs, 600 horses* and also two shares in the Metropolitan Meat Company.

The purchase price is said to be \$70,000. It is understood that H. Waterhouse & Co. were the brokers who brought about the transfer, but upon enquiry there, beyond admitting that Col. Parker held an option they declined to give any information.

The **Humuula** Sheep Station is the ranch from which heavy drawings of mutton are made for the local market and the object of the new ranch company of which Col. Parker is the reputed head is to place a check on the present heavy draughts from that island and conserve the present stock to supply the rapidly increasing demand in Hawaii.

This action will of course benefit the local supply.

Graziers, land owners and business men generally of the big Island have for a long time been considering or expecting precisely the step that has been taken by Col. Parker. The population of Hawaii is increasing very rapidly and with the extension of established cane fields and the establishment of new plantations the pasturage area is contracting. At the same time the call from this place for live stock from Hawaii has become stronger and

stronger from month to month. The agitation on Hawaii for “protection” of the meat supply of the big Island has resulted in the formation or the proposal to form a concern that will be a factor of the caliber of the Metropolitan Meat Company of this city, upon the same lines, but probably a “closer” corporation.

No less a personage than United States Senator Clark is a member of the new company. [Hawaiian Gazette; November 3, 1899]

As final details of the conveyance from Haneberg to Parker were being worked out, the Hawaiian Gazette, again covered the transaction, reporting:

**May 4, 1900**

**Sam Parker Gets Humuula Ranch**

**Sale to be Made Today for Seventy-Five Thousand Dollars and Meat Company Stock:**

Today the *Humuula* sheep ranch will be transferred by August and Armin Hanneberg to Col. Sam Parker. The consideration is understood to be \$75,000 and several shares of the stock of the Metropolitan Meat Company.

The ranch proper contains about 250,000 acres of choice pasture lands. It is on Hawaii and the land immediately surrounding it, some 500,000 acres, is owned by the purchaser of the *Humuula* ranch. With the ranch goes over 20,000 sheep and about 600 head of horses.

The *Humuula* ranch property is all leased land, the lease on which still has eight years to run. In case of failure to secure a renewal of the lease the cattle and other livestock will be driven onto the land now owned by Col. Parker.

R.W. Shingle, who arranged the sale was asked regarding the details. He confirmed the report that the sale was about to be consummated but until it was, he felt that he could not make public the details.

It is reported that this sale is the beginning of a new meat company which will be operated on a very large scale in catering to the increasing demand for meat. [Hawaiian Gazette, May 4, 1900]

On May 8<sup>th</sup>, 1900, Samuel Parker loaned \$20,000.00 to the Humuula Sheep Station Company, Haneberg and partners, using the station as collateral (BoC Liber 204:342-344). In 1901, August Haneberg conveyed the Humuula Sheep Station Company to Parker in the following conveyance:

**May 21<sup>st</sup>, 1901**

**August Haneberg; to Samuel Parker**

**(Conveyance of the Humuula Sheep Station Company):**

...In consideration of the sum of Twenty Thousand Dollars (\$20,000) to me paid by the said Samuel Parker, the receipt of which is hereby acknowledged, the same being paid on account and in part payment of the sum of Forty seven thousand seven hundred dollars (\$47,700) secured by the said mortgage, do hereby remise, release and reassign unto the said Samuel Parker — that certain mortgage and the note and debt secured thereby from James Frank Woods, of Kahua, Kohala, Island of Hawaii, in favor of the said Samuel Parker, in the sum of Thirty two thousand dollars which mortgage is dated August 23<sup>rd</sup>, 1899 and recorded in the Registry Office, Oahu in liber 196 pages 244-247, together with all rights of remainder or reversion and equity of redemption of the mortgagor in said mortgage note and debt. To have and to hold unto the said Samuel Parker, his executors, administrators and assigns, absolutely, subject only to the prior assignment of the same

by way of mortgage to Alfred W. Carter, trustee, to secure a loan of twelve thousand dollars which assignment is dated March 10<sup>th</sup>, 1900, and recorded in the Registry Office, Oahu, in liber 207 on pages 113-115, provided however that nothing herein contained shall prejudice or affect my security for the balance of the said Sum of Forty seven thousand seven hundred dollars under the assignment of May 8<sup>th</sup>, 1900, of shares of the **Humuula** Sheep Station, a corporation, made by the said Samuel Parker to me or on shares of the Metropolitan Meat Company Limited, as additional security for the payment of the said sum... [BoC Liber 220:275-276]

Samuel Parkers' Humuula Sheep Station was described in a detailed article published in the December 1902 edition of the Paradise of the Pacific. The author, "Blacksheep," reported on the background of the station, the layout of the paddocks, and also described the shearing process:

### ***Sheep Raising in the Hawaiian Islands***

The **Humuula** Sheep Station largest of its kind in the Hawaiian Islands and is one of the vast estates owned by the Honorable Samuel Parker and ably managed by his son, Samuel Parker, Jr. **Humuula** is situated between the mountains of **Mauna Kea** and Mauna Loa at the average elevation of 6000 feet, and is the highest point of habitation on the Island of Hawaii as well as the coldest, for, during the winter months, when the higher paddocks are covered with snow, the thermometer has been known to show twenty-eight degrees. The station was started by the late James Gay, but most of the laying out of the paddocks and fences was done by Mr. A. Haneberg, who had acquired it, and from whom the present owner bought it. The station is composed of 250,000 acres and is divided into five sub-stations with the head station at **Kaleieha**, about thirty-eight miles distant from Waimea, and are all connected with a private telephone, the one extreme station from the other being about thirty-five miles.

The stock of sheep varies in number from twenty to thirty thousand head and is chiefly composed of the Merino breed, which not only seems to thrive better than any other in this climate but produces the best wool. Although the average weight of the sheep in these Islands is much lower than that on the mainland or in other countries, sheep raising, if properly attended to, is a very profitable investment, although one must have a large tract of land to raise them on, allowing at the most three sheep to the acre. Mutton brings ten cents a pound and the sheep when shorn average five pounds of wool, for which fifteen cents a pound is paid. The **Humuula** horse and mules, of which there are a good number, are noted for their size, speed and endurance, and in any market realize the highest prices for Hawaiian-bred stock. The greatest pest and enemy of the sheep are the wild dogs, which are very numerous in the mountains of Hawaii and are eradicated only by the laying of poison by the boundary riders along the fences and by shooting them when seen, which, however is very seldom, as they generally hide or sleep during the day time and do their mischief at night.

The shearing season is always the busiest time of the year on the station and generally begins in June. Japanese from all over the island come to work during that period, either as shearers or roustabouts, and the best of the former average about one hundred head a day during the season, which compares very favorably with that in other countries. The sheep having been driven over night into the pens in the large wool-shed at **Kaleieha**, where the shearing generally takes place, the head overseer rings the bell at 6 o'clock in the morning and shearing commences. As each sheep is shorn, an overseer, one on each side of the shed, puts distinguishing marks with red ochre on the ewes, wethers and rams, at the same time looking at the teeth to see the age, and as this is done, calls it out to the tally man, who enters it in his books. A roustabout then picks up the fleece and carried it to a long table where two men are constantly at work rolling the fleeces up ready for the wool-press. Two men are at work pressing the fleeces in the press with their feet, and

when a bale is pressed and the bag sewn it is weighted, numbered and addressed, and is ready for market, and generally averages about 275 pounds.

One of the chief things the overseers must watch is to see that the shearers are not racing with each other, for this is a very common occurrence amongst them and a way they make a little more money on the side. When they do this, their work is careless and, besides not getting off as much wool as they should, they cut the sheep with their shears. The only way of stopping them, when caught, is to warn them the first time and lay them off permanently the second. After the day's work is over, each shearer is credited with the number of sheep he has shorn and the sheep are driven from the small pens around the wool-shed into the larger ones awaiting the time of dipping, which commences when the season is about half over. The dip generally used, into which each and every sheep is put for two minutes, is a mixture of sulphur and lime, which destroys all vermin, scab or disease that a sheep is subject to, and also promotes the growth of the wool. It is after the shearing and dipping is over that the sheep are classified and parted generally, the wethers for market going to the fattening paddocks and ewes, lambs and rams being put in paddocks reserved for them.

The officers of the company are Hon. Samuel Parker, President; Samuel Parker, Jr., Vice President; G.J. Waller, treasurer; and Carl A. Widemann, Secretary. Mr. Fred Wundernberg is the Honolulu agent. ["Blacksheep" in Paradise of the Pacific, 1902 Vol. 15 No. 11:28]

Needing money, in 1903 and 1906, Samuel Parker, Sr., was granted the right to make modifications in the lease agreement for Ka'ōhe III (Lease No. 436), by which he was able to transfer the lease to Annie T.K. Smart for Parker Ranch (Hawaii State Land Division Lease File). The conditions allowed:

**November 6, 1903**

THIS AGREEMENT, made this 6<sup>th</sup> day of November, A.D. 1903, by and between the COMMISSIONER OF PUBLIC LANDS for and on behalf of the GOVERNMENT of the TERRITORY OF HAWAII, party of the first part, and SAMUEL PARKER, of Honolulu, Island of Oahu, party of the second part,

WITNESSETH:

That whereas, on September 9, 1891, C.N. Spencer, Minister of the Interior, for and on behalf of the Hawaiian Government, by Government Lease No. 436, leased to the party of the second part, certain land at **Kaōhe**, Hamakua, Island of Hawaii, and

Whereas, it satisfactorily appears from the Memoranda in the office of the Superintendent of Public Works, relating to the leasing of said land as aforesaid, and otherwise, that the term of said lease was then agreed on by both parties to said lease to be fifteen years from said September 9, 1891, and

Whereas, the lease of said land was advertised for the term of fifteen years, and

Whereas, at the sale of said lease of said land it was knocked down for said term of fifteen years, and

Whereas, it appears from said memoranda and from newspapers published at said time and from the statements of persons conversant with said transaction that the term of said lease was to be fifteen years; and

Whereas, through inadvertence and mistake of both parties to said lease, it appears that said lease as executed provided for a term of ten years from said September 9, 1891, instead of fifteen years from said date, as had been theretofore agreed upon and was the intention of both parties;

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That in consideration of the foregoing and in order to fully effectuate and carry out the intention of both parties to said lease and in further consideration of the covenant herein contained by and on the part of the party of the second part, the party of the first part for himself and his successors in office, hereby covenants and agrees to and with the party of the second part, his heirs, executors, administrators and assigns, that said Government Lease No. 436 in all its terms, provisions, conditions and covenants, shall and is hereby extended for the term of five years so that the term thereof shall be fifteen years from said September 9, 1891.

And the party of the second part, for himself and his heirs, executors, administrators and assigns, covenants and agrees to and with the party of the first part and his successors in office, that he will remove or cause to be removed from the land described in said Lease during the first year from date at least one thousand (1000) head of cattle, and during the second year from date at least one thousand (1000) head of cattle, and during the third year from date at least Seven Hundred (700) head of cattle.

IN WITNESS WHEREOF, The parties to these presents have hereunto and to another instrument of like date and even tenor set their hands and seals the day and year first above written... [Hawaii State Land Division Lease File]

**October 3, 1906**

KNOW ALL MEN BY THESE PRESENTS that I, JAMES W. PRATT, Commissioner of Public Lands of the Territory of Hawaii, do hereby give permission to Samuel Parker, of Honolulu, County of Oahu, Territory of Hawaii, to transfer and assign to Annie T.K. Parker of San Francisco, State of California, all of his right, title and interest in and to general lease number 436 of the land of **Kaohe** 3 dated September 9, 1891, subject to the covenants and conditions thereof.

PROVIDED, HOWEVER, that no other or further assignment of the foregoing lease shall be made without the written consent of the Commissioner of Public Lands being first obtained.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal this 3<sup>rd</sup> day of October, A.D. 1906.

Jas W. Pratt  
Commissioner of Public Lands. [Hawaii State Land Division Lease File]

**Honolulu, H.T., December 1, 1906**

**Alfred W. Carter; to James W. Pratt, Land Commissioner**

...Upon re-leasing a portion of **Kaohe** III, I will undertake to construct one half of the fence, joining with the successful bidder of said land, from **Puulaau** to **Kemole**, along the boundary between the land of Paauhau and **Kemole**.

This undertaking on my part to be done upon the completion of the balance of the fencing as per conditions of lease now being advertised... [Parker Ranch-PPS, **Humuula** File]

Samuel Parker, Sr., and associates held the leases on the Humu'ula and Ka'ohē IV parcels for about fourteen years. In that time, the original lease to James Gay, which had been extended for an

additional seven years, ended on April 1, 1908. The Humuula Sheep Station Company, under the management of Samuel Parker and Theo. H. Davies, secured a new lease on December 30<sup>th</sup>, 1907. The lease (No. 608), covered some 53,000 acres—removing those lands which were being incorporated into the Hilo and Mauna Kea Forest Reserve lands—had terms of twenty-one years from January 1, 1909, running until December 31<sup>st</sup>, 1929. General Lease No. 608 provides readers with the metes and bounds of the revised Humu'ula parcel, and included a map of the area described (*Figure 32*):

**November 27, A.D. 1907**  
**NOTICE OF SALE OF GENERAL LEASE OF**  
**PASTORAL LAND OF HUMUULA, HAWAII.**

At 12 o'clock noon, Monday, December 30, 1907, at the front entrance of the Judiciary Building, Honolulu, there will be sold at public auction under Provisions of Part 5, Land Act 1895, (Sections 278 to 285 inclusive, Revised Laws of Hawaii) a General Lease of the following described land:

All that portion of **Humuula** lying between the upper boundary of the Hilo Forest Reserve and the southern boundary of the **Kipuka Aina Hou**, and containing an area of 53,180 acres a little more or less.

Term of lease, twenty-one years from January 1, 1909.

Upset rental, \$3,500.00 per annum, payable semi-annually in advance.

In addition to the regular provisions of a General Lease this lease will carry Special Conditions reserving to the Government the right to resume possession at any time of such portion or portions of the premises as may be required for settlement purposes of for public use. Also reserving to the Government for public purposes all trails, roads and right-of-way crossing said lands. Also requiring that the boundaries of the lands shall be fenced with a lawful fence within one year from the date of the occupation of the land under the lease and that said fence shall be maintained in good repair during the life of the lease. The locations of said fence to be on the public land of **Humuula** at or reasonably near the boundary of said land...

Jas. W. Pratt  
Commissioner of Public Lands

**December 30, 1907**  
**General Lease No. 608**  
**Commission of Public Lands;**  
**to Humuula Sheep Station—**  
**T. Clive Davies, President; E.H. Wodehouse, Treasurer:**

...All of that portion of **Humuula**, Hilo, Hawaii, and more particularly described as follows:

Beginning at Government Survey Trig. Station "**Kole** South" (marked by \_\_\_ on set stone *ahu*) on hill of that same name on the South side of **Mauna Kea** and on the boundary of **Humuula** and **Kaohe** the true azimuth and distance to "**Aahuwela**" Trig. Station being 234° 44' 30" 22851.8 feet and to "**Puu Oo**" Trig. Station being 307° 04' 13" 11113.9 feet, as shown on Government Survey Registered Maps Nos. 1718 and 1809, and running by true azimuths:

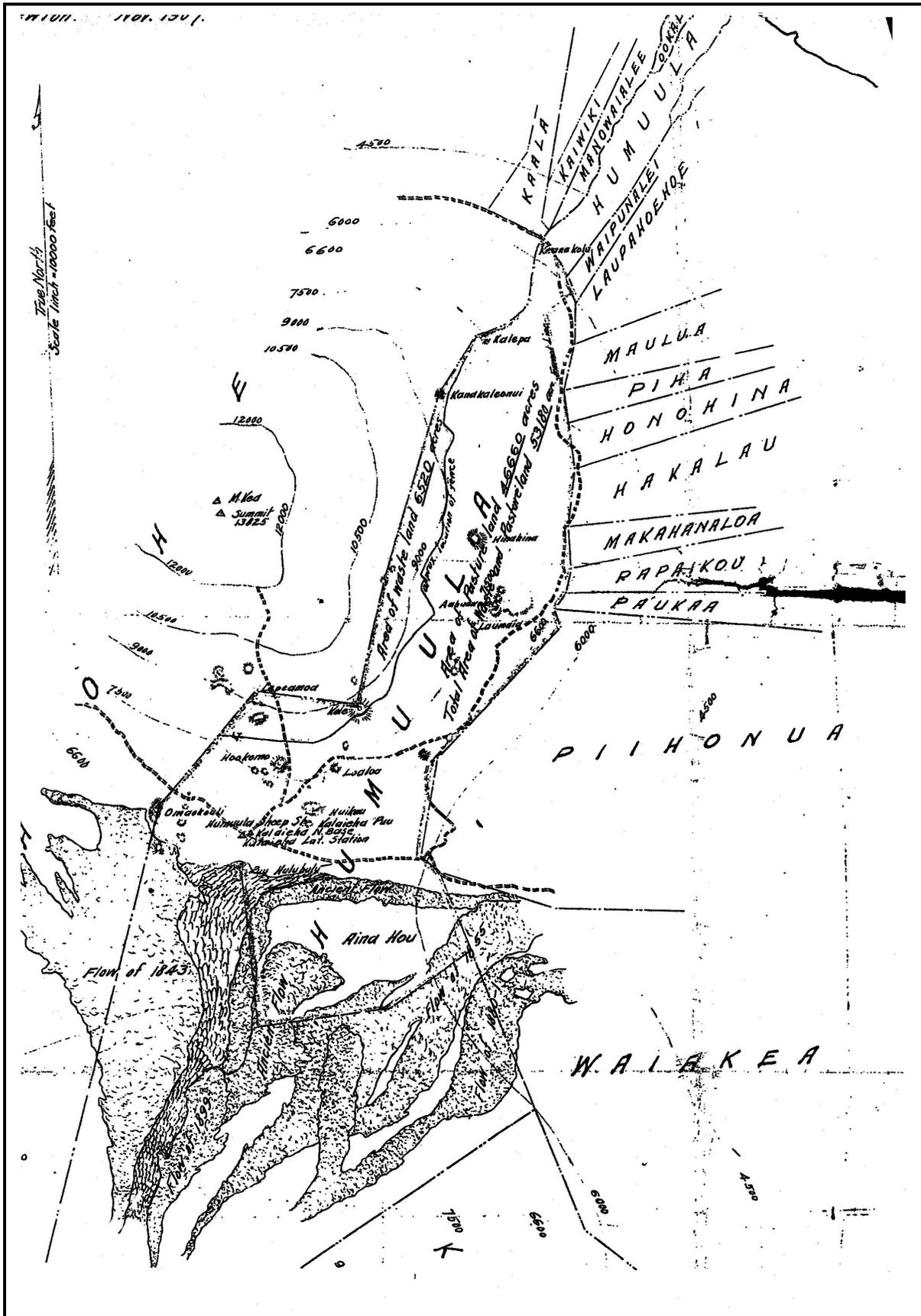


Figure 32. Map to General Lease No. 608, Portion of the land of Humu'ula (1907)

- 1 – 193° 10' 17260 feet along **Kaohe** to **Kaupakuhale Hill**;
- 2 – 199° 42' 20" 26368.0 feet along Kaohe to **Holei**;
- 3 – 214° 30' 9000 feet along Kaohe to **Waikulukulu** a point in **Kaula Gulch**;
- 4 – Thence following along the center of Kaula Gulch to a [ \_\_\_\_ diagram] cut in the rock ledge near the middle of said gulch at *the old Keanakolu-Waimea trail crossing*, the said gulch at this point being on the Hilo-Hamakua Boundary, the direct azimuth and distance being 214° 34' 16000.0 feet;
- 5 – 322° 57' 45" 4374.) feet across the land of **Humuula** to the Northwest corner of **Waipunalei** at a point on the middle of three *koa* trees marked H, X and W respectively, the true azimuth and distance to "**Lahohinu Puu**" Trig. Station being 102° 00' 1241.0 feet and the coordinated referred to "**Kalepa**" trig Station being 9613.4 feet North and 10936.0 feet East;
- 6 – 343° 03' 03" 4502.0 feet along the *mauka* line of **Waipunalei** to a mound of stones by a *koa* tree marked "**Poloka**" at West brink or edge of a pool of water called **Kulanahakoi** [Kulanihakoi];
- 7 – 49° 55' 4638.0 feet along the North line of **Laupahoehoe** to Northwest corner of same at the crossing of *the Hopuwai-Keanakolu trail over the "Keahua-ai" or "Douglass Pits" Gully*;
- 8 – 352° 02' 12" 4125.0 feet along the *mauka* line of **Laupahoehoe** to the Northwest corner of **Maulua Nui** at *koa* tree surrounded by a mound of stones a little East of the **Hopuwai-Keanakolu trail** and at the bend of the same into **Kaiaiki Gully**;
- 9 – 349° 23' 6208.0 feet along the *mauka* line of Maulua Nui to the Northwest corner of **Piha** at a point on the **Hopuwai-Keanakolu Trail** where it leaves the brush and enters on open flat covered with black sand, in the middle of which has been erected a large mound of stones called "**Kahuwai**", the coordinates of said point referred to "**Kalepa**" Trip. Station being 7867.3 feet South and 10415.5 feet East;
- 10 – 353° 28' 4069 feet along **Piha** to the **Nauhi Gulch** (*same as Umauma Gulch*);
- 11 – 354° 20' 6250.0 feet along **Honohina**, passing *mauka* of **Hopuwai**, to a rock marked H.H. [ \_\_\_\_ diagram] and *ahu* on a commanding elevation above the lower trail, half a mile South of **Hopuwai**, the coordinated referred to "**Kaloaloe**" Trig. Station being 6900.0 feet North and 600.0 feet East;
- 12 – 8° 15' 8080.0 feet along Hakalau Nui to a plat rock marked M [ \_\_\_\_ diagram] about 70 feet South from gulch and South of "**Kaloaloe**" trig. Station as per Boundary Certificate No. 130;
- 13 – 359° 10' 5450.0 feet along Mahanaloe [**Makahanaloe**] to the summit of a small conical hill the most Southern of a range overlooking the country below, the coordinates of said point referred to "**Aahuwela**" Trig. Station being 4550.0 feet North and 10250.0 feet East;
- 14 – 15° 00' 3700.0 feet along **Papaikou** to a fall on **Nukupahu Gulch**, near an old site called Simmons' hut;
- 15 – 40° 12' 2617.0 feet along **Paukaa**;
- 16 – 343° 00' 2600.0 feet along **Piihonua** to place called "**Lae**" marked by [ \_\_\_\_ diagram] on stone and *ahu* with four ridges of stone radiating from center at right angles (being Lydgates old *ahu*), the true azimuth and distance to "**Aahuwela**" Trig. Station being 112° 45' 33" 9069.8 feet;

- 17 – 44° 26' 23765.0 feet along **Piihonua** to the side of Lydgate' [ \_\_\_ diagram] on *Koa* tree, the coordinates referred to "**Puu Oo**" Trig. Station being 584.6 feet South and 1517.3 feet East;
- 18 – 11° 11' 13553.0 feet along **Piihonua** to a place called "**Kaelewai**" marked by a [ \_\_\_ diagram] on rock in Lydgate's old *ahu*, the true azimuth and distance to "**Puu Oo**" Trig. Station being 184° 34' 20" 13923.3 feet and to "**Kalaieha**" *Puu* Trig. Station being 108° 53' 55" 15000.4 feet;
- 19 – 313° 01' 3174.5 feet along **Piihonua** to **Kahiliku Hill**;
- 20 – 339° 25' 11200.0 feet along **Waiakea** to a point on the *Pahoehoe* flow of 1855;
- 21 – 55° 30' 12980.0 feet along **Humuula** remainder to a point on the *Aa* flow of 1855;
- 22 – 83° 05' 17970.0 feet along **Humuula** Remainder to a point on the *Aa* flow;
- 23 – 175° 55' 20950.0 feet along **Humuula** Remainder to top of **Puu Huluhulu**;
- 24 – Thence along the edge of the *Aa* Flow to a point at edge of same on the **Humuula-Kaohe Boundary**, the true azimuth and distance being 118° 15' 12675.0 feet;
- 25 – 195° 12' 18" 3110.0 feet along **Kaohe** to "**Omaokoill**" Trig. Station (marked by [ \_\_\_ diagram] on solid imbedded bomb);
- 26 – 219° 58' 42" 19875.8 feet along **Kaohe** to "**Lepeamo**" Trig. Station (marked by a [ \_\_\_ diagram] on set stone) and *ahu*;
- 27 – 279° 56' 58" 13798.5 feet along **Kaohe** to the point of beginning.

Pasture Land 46660 Acres  
 Waste Land 6520 Acres  
 TOTAL AREA 53180 ACRES, more or less.

Special Conditions...

- (2) *The lessor also reserves for public use all rights of way for present roads or trails across said land.*
- (3) The Lessees to construct at their own cost and expense, within one year from the date of acquiring possession of the land under this lease, a lawful fence as defined by section 407, Revised Laws of Hawaii, along its entire boundaries, the location of said fence to be on the public land of **Humuula** at or reasonably near the boundary of said land, and to keep and maintain said fence in good repair during the term of the lease... [Lease No. 608 – State Land Division]

***Ranching the Mountain Lands in the early 1900s,  
 and Transfer of Humu'ula to the Management of Parker Ranch***

A.W. Carter, trustee and manager of the Parker Ranch, and Samuel Parker, Sr., had shared disagreements over management of the ranch and trust. Indeed, Samuel Parker, had bid against A.W. Carter for leasehold interests in the Humu'ula and Ka'ohē holdings. By 1902, Samuel Parker, his cousin Eben Low, and backers set in motion plans to take over the ranch and remove A.W. Carter from the role as trustee. Their first action was to contest Carter's trusteeship of Annie Thelma K. Parker. Parker and party also bid, unsuccessfully, on the Waikōloa lands, including the Ke'āmoku Sheep Station from heirs of the Davis Estate, and attempted to demonstrate that expenditure of Parker Ranch funds by Carter on the development of water lines to the dry Waikōloa lands and northern slopes of Mauna Kea was a waste.

Things got so heated between Samuel Parker and A.W. Carter, that a takeover was attempted, and on June 7<sup>th</sup>, 1904, Eben Low, J.A. Magoon, and J. Lightfoot stormed Carter's office, with Low apparently brandishing his pistols (A.W. Carter, Parker Ranch Files, 1904). Things were heated, but no shots were fired. Subsequently, John "Keoni Poko" Lindsey (father of interviewee Elizabeth Lindsey-Kimura) slept in Carter's office, armed, in case of an attack. Also in 1904, litigation over the right of trusteeship was entered into between Parker and Carter. The case was decided on November 3, 1905 in favor of A.W. Carter as trustee; and the case regarding partition of assets was decided in September 1906, thus bringing an end to more than five years of disagreements and litigation (Parker Ranch-PPS Files, 1904-1906).

In 1904, as a part of the litigation, A.W. Carter took testimonies from cowboys regarding the range of activities undertaken on the ranch, including the rounding up of cattle on the Mauna Kea and the mountain lands. Among his notes were found the following references to the taking of mountain cattle from Mauna Kea:

***Mountain Cattle: As Described by Cowboys of 1904***

The cattle go up into the wild places and the more you chase them the further in they go, and never come out. Tame cattle join the wild and they become wild too.

The ***Mauna Kea summit*** is quite a distance from the forest lands. The wild cattle go up there beyond the forest into the sand and rocks. They stay there until dark, then come down to feed and go up again in the morning.

It is precipitous and it is almost impossible for the men to head the cattle down after they get started up. One man cannot head one bullock down. He will have to rope him if he gets him at all. It requires the very best of horses. There is an accident almost every time the men go up there.

When there is snow on the mountain the cattle come down to lower land and then it is easier to drive them.

An experienced man knows the right times to get the wild mountain cattle. If he goes at the wrong time he will get only a few – fifteen or twenty.

Sound: noise – on the mountain reaches a long way, sometimes down as far as ***Kemole Hills***. This way, by yelling, wild cattle are driven into certain locations – concentrated in one place. Then if the proper men are there to make the road, they can handle those cattle while they are in bunches and force them into the traps. It can be done in an hour sometimes, if the fog is not so thick it obstructs the view. With twenty or thirty of the right men you can pack your pen full. But it depends on the conditions.

When the men are lassoing wild cattle on the mountains they will always take a bull in preference to a cow. More wild steers are brought down than cows.

The cattle that hang around ***Kekua hanai pen*** we call tame, even though some of them are wild. The really wild cattle are up on the mountain – ***Makahilinu***. The Hawaiians call only the really high places the mountain.

When we got wild cattle down from the mountain, one or two hundred of them, the proper thing to do would be to put these cattle into a pen and have them kept there nights. Then during the day have them put out somewhere where they could be watched. Some good places about a quarter of a mile from the pen.

It would require ten men or more to drive these cattle to the chosen place. Then three men would be able to watch, and ten again to drive them in at night.

In this way they would be tamed and used to being driven. Taming would take two or three weeks... [Parker Ranch-PPS, Cattle File]

**January 18<sup>th</sup>, 1904**

The **Puuloa** Sheep and Stock Ranch [purchased by G.W. McFarlane from the Spencers in 1896] was purchased by Parker Ranch on January 18, 1904. Frank Johnson, manager of the Ke'āmoku section of the **Puuloa** Sheep and Stock Ranch, reported on February 18<sup>th</sup> 1904, that a total of 6,175 sheep were held at the Ke'āmoku Station [Parker Ranch-PPS, **Humuula** File].

Following settlement of the lawsuit between Parker and Carter in 1906, the two once again entered into a cautious working relationship. By 1914, Parkers' efforts in business at Humu'ula were floundering, and in that year A.W. Carter, on behalf of the Parker Ranch, sought out a means of purchasing the Humuula Sheep Station Company for Parker Ranch. In the months leading up to the sale in 1915, A.W. Carter researched and documented the conditions, and extent of the Humu'ula holdings. From his records, come the following descriptions of the Humuula Sheep Station operation:

**April 2<sup>nd</sup>, 1914**

**A.W. Carter; to Elizabeth "Tootsie" Dowsett Parker-Knight  
(Regarding Acquisition of Humuula Sheep Station Lands and Livestock):**

...I am in receipt of your letters of March 10<sup>th</sup>, 20<sup>th</sup> and 24<sup>th</sup>.

I have been on Hawaii for three weeks, returned last Saturday. My trip was confined mostly to **Humuula**. Sam Parker, Jr. went up with me and we drove the place and I took possession. Sam did not know who he was selling to when he closed with Williamson. Under my instructions Williamson did not divulge who he was purchasing for. I did this for two reasons: First, that I knew that Davies & Co., were anxious to obtain the place, so was Shingle, for I think, the Baldwins', and had they known that I was in a position to buy and was a candidate, it would have made a difference I think in what they themselves would offer. Money was so terribly tight that I think that Davies & Co., banked on the assurance that they could get it at their own figure. Secondly: I did not know what Sam's attitude would be and thought it was just as well to eliminate any consideration of personalities. He did not come to me, therefore I did not go to him.

I am more than ever pleased with the deal since making a drive of the place. Sam guaranteed 400 head of horses; we counted out 518. He guaranteed 400 head of cattle, and we counted out 475, but in addition to this there are about 50 head of wild cattle in a small paddock. He guaranteed 23,000 head of sheep. We drove all of the sheep but we did not count them. There were quite a large number of young lambs and it would have been bad to have handled them to the extent of counting particularly as they would have to be handled now within a month for shearing. There is very little question that this number will be made good. The sheep are superior, the cattle are very good and while there are a good many scrub horses, there are a good many which are saleable this year and the next to the Army. The sheep are ready to be shorn at the present time, and they will average a dollar a head about for wool to be taken off them inside of the next thirty days. Even assuming the balance of the value was only \$2.00 per head, this would bring the value of the sheep on the place to over \$60,000.00 The 500 and odd head of horses put it at only \$50.00 per head would make \$25,000.00; 500 head of cattle put in at \$40.00 per head would add \$20,000.00. There you have \$105,000. in livestock at very conservative figures. *In addition to this, the place is well equipped with wagons, harnesses, wool sheds, shearing machines, houses, water tanks, and about \$20,000.00 worth of fencing, so you can see why I consider the purchase a good one.*

There is a good deal about the purchase of **Humuula** of which I have not told you, a great deal which Sam told me which led me to believe that he did probably the only thing, although as I told him that if he had come to me I should have advised against parting with the place, but with more full information I imagine that he did the right thing so far as his own interest is concerned, of course, provided that he can hold on to his money. Ernie Wodehouse was the first one that spoke to me about **Humuula** being for sale and started to tell me that they would probably purchase it. I interrupted him and told him that if Sam Parker came to me about it, I should advise him that he was a fool to sell, but if I were convinced that he was going to sell anyway, that I should endeavor to obtain the property for the Parker Ranch. He then suggested that a *hui* consisting of myself and himself, Henry Holmes and Robert Hind, be made up to purchase the property. He said that we would only have to put up \$5,000.00 apiece. I told him that I could not do this feeling as I did that the Parker Ranch should own the property. He said that he did not see the reason why, but I told him there was no use discussing it as I was convinced by very good reasons. This proposition I resented more and more as I thought of it. Now while Wodehouse was informed of my desire to acquire the place, I do not believe that he dreamt for a moment that I would be able to raise the funds, taking into consideration the condition of the money market, but I think I wrote you I had the time of my life in finally getting it.

Please treat the foregoing as confidential. Sam Parker offered it first to Davies & Co. for \$110,000.00 Wodehouse told him nothing doing, that the place was not worth over \$85,000.00 and to go out and see others and come back and perhaps they could do business. He then offered it to Shingle for \$110,000.00. Shingle wanted to give him a guarantee that sometime in the future he would give him \$110,000.00, but Sam told him that his guarantee was no good, but to go and get the Bank of Hawaii's guarantee and he would do business. Shingle then thought that Sam was bluffing about another man being in the field and Sam was told in Shingle's office that he was the biggest bluffer in town. He walked right over to Williamson's office, Williamson asked him if he was ready to do business and he said yes. Williamson then asked him what his price was, he said \$110,000.00 and Williamson handed him a check for \$75,000. and he signed an agreement of sale and the whole thing was closed up inside of five minutes.

Sam has been very decent with me and he has played square and above board, and I appreciate it." [Parker Ranch-PPS, Humuula File]

**May 21<sup>st</sup>, 1915**

**A.W. Carter; to O. Sorenson:**

I have given instructions to have the sheep pen built at Nohonaohae. I would like to have this completed before our next shipment of sheep, therefore it had better be pushed to completion. Let Sam Parker supervise this job and give him as many men as he can use. It will be all right to take men from Manuel Vierra's gang or put all Manuel Vierra's gang onto the job. Let it take precedence over the tree planting of Pookanaka and the pipe laying on the mountain. I should like to have all of these jobs completed by the first of July or as soon thereafter as possible.

*I want the floor of the small pen on the intake side of the dipping vat at **Humuula** cemented. If you wish to you can also cement the floor of the draining pen, but it will have to be arranged differently from the present arrangement. It should be as it is at Keamoku. The water drain into a cement container and from there drain into the vat so that the sediment will be collected in the bottom of the small cement container. If you decide to do this it is not necessary to make this pen as large as the present one at **Humuula**. Sam Parker can superintend this job but you had better go out with him to Keamoku to look at the arrangement out there. Have him tackle this job as soon as he finishes the sheep pen at Nohonaohae. [Parker Ranch-PPS, Humuula File]*

**July 23<sup>rd</sup>, 1915**

**A.W. Carter; to J.D. Tucker, Commissioner of Public Lands.**

*I hereby make application for a fifteen year lease of the land of **Kaohe 4** and offer as an upset rental the sum of Five Hundred Dollars per annum.*

This land has been used by the **Humuula** Sheep Station to run horses and mules on. Water is piped down to it and stored in a tank at a place called **Pohakuloa**. Since I have come in possession of the sheep station I have not run over One Hundred head of stock on this property but on inquiry of the former owner he informs me that they have run as many as Two Hundred and Fifty head at times. Much of this property is worthless being covered with lava flows and a portion of it being inaccessible. The land used for pasturage is on either side of the road running to Kaleieha and consists of sandy soil and is very dry. [Parker Ranch-PPS, Humuula File]

**July 29<sup>th</sup>, 1915**

**J.D. Tucker; to A.W. Carter:**

...I have for acknowledgment your application of July 23<sup>rd</sup>, for a fifteen year lease of the land of **Kaohe 4**, at an upset rental of \$500.00 annum.

I will recommend the same to the Land Board at its next meeting... [Parker Ranch-PPS, Humuula File]

The formal conveyance of the Humu'ula Sheep Station Company and associated properties and resources was recorded in November 1915. The sale was recorded in the following conveyance:

**November 9<sup>th</sup>, 1915**

**O.L. Sorenson, Trustee of Humuula Sheep Station Company;**

**to A.W. Carter, Trustee of the Estate of Annie T. K. Parker**

**(Conveying all property and resources of the Humuula Sheep Station Company):**

This Indenture, made this 9<sup>th</sup> day of November, A.D. 1915, by and between **Humuula** Sheep Station Company, an Hawaiian corporation, by O. L. Sorenson, Trustee for its stockholders and creditors, party of the first part, and Alfred W. Carter, Trustee under that certain deed of trust made by Annie T.K. Parker, dated April 25, 1912 and recorded in the Hawaiian Registry of Conveyances in Volume 365, page 273, party of the second part;

Witnesseth: Whereas, on May 8, 1915, the **Humuula** Sheep Station Company, an Hawaiian corporation, duly filed in the office of the Treasurer of the Territory of Hawaii, its petition to dissolve and disincorporated according to law; and

Whereas, notice of said petition was duly advertised according to law; and

Whereas, on August 4, 1915, said **Humuula** Sheep Station Company was legally declared to be dissolved by C.J. McCarthy, Treasurer of the Territory of Hawaii...and O.L. Sorenson was duly appointed Trustee for the Creditors and stockholders of said **Humuula** Sheep Station Company, with full power to settle the affairs of said corporation...  
...Whereas the party of the second part was on May 8, 1915 and now is the sole and only stockholder of said **Humuula** Sheep Station Company...;

Now Therefore this indenture Witnesseth: That the party of the first part, in consideration of the premises and of One Dollar (\$1.00) to it paid by the party of the second part, the receipt whereof is hereby acknowledged, does hereby give, grant, bargain, sell, convey, assign, transfer and deliver unto the party of the second part, his heirs, successors in trust and assigns, all of the property, real personal or mixed, cattle bulls, horses, stallions, mules, sheep, wool, carriages and wagons, buildings and tanks, leases, lands, brands of

any and all kinds, and all other property whatsoever formerly belonging to or held by said **Humuula** Sheep Station Company... [BoC Liber 435:249-250]

The year 1929 was an important one in the terms of leases on Humu'ula and Ka'ohē. It was also of importance at Pi'ihonua, as it was the year in which W.H. Shipman, Limited, purchased the 40 acre parcel that made up the Puu Oo Ranch headquarters. On February 3, 1929, Governor Farrington, issued Land Patent Grant No. 8970 to Shipman. The grant included the following conditions:

***Land Patent Grant No. 8970***

***...Containing an area of 40 00/100 Acres.***

Together with right-of-way to the Patentee, its successors and assigns, over the Government lands of Humuula and Pi'ihonua, Island of Hawaii, *subject always to the existing rights of others, for reasonable and ready access to present Government Roads for animal and vehicular traffic.*

The land herein described is granted subject to the condition that the Patentee will maintain the spring situated on said premises in good condition, with the purpose in view of the conservation of the water flowing there from, and will maintain in good condition tank or tanks on said premises for the storage of eight thousand (8,000) gallons of water, so long as said spring is a live spring, and

Subject also to the condition that prior to the expiration of the present Government General Lease No. 99s, dated April 6<sup>th</sup>, 1918, from the Commissioner of Public Lands of the Territory of Hawaii, to W.H. Shipman, and assigned to W.H. Shipman, Limited, the Patentee will erect a good and substantial fence around the said premises herein granted, and thereafter will maintain the same, and that no building or other improvements shall be placed on said granted premises for the purpose of the operation of the leasehold premises covered by said General Lease No. 992, it being the intent of the parties to this exchange as set forth in the deed above referred to that improvements and equipment for the operation of said leasehold premises covered by said General Lease No. 99 shall be placed on said leasehold premises, and

Subject also to the further condition that the Patentee shall be entitled to a prior right to, with first charge upon, all waters flowing from the above mentioned spring, for agricultural, garden, household and domestic purposes, also for the use of livestock as may be upon the granted premises, and the patentee covenants that it will not sell or lease to others the water which is granted to it by these presents. The surplus over the above stated requirements for the said Patentee its successors and assigns, shall be retained for the use of the Territory of Hawaii, its lessees and assigns, shall have a right-of-way for a pipe-line to said storage tanks situate on the granted premises, with right of entry for maintenance of said pipe-line. [BoC Patent Grant No. 8970; Vol. 53:317-320]

Leases on the Humu'ula and Ka'ohē lands were renewed in 1929. Parker Ranch secured Humu'ula and portions of Ka'ohē, A.W. Carter being out-bid for the Pōhakuloa section of Ka'ohē.

***March 14, 1929***

***Pasture Lease***

***Kaohē III Section B, Hamakua, Hawaii***

***(C.S.F. 5301):***

Being a portion of the Government land of ***Kaohē*** adjoining ***Mauna Kea*** Forest Reserve, and the lands of Paauhau and Waikoloa.

Beginning at a + on the Northeast slope of Puu Laau on set stone at the Northeast corner of this tract, on the Southwest boundary of the ***Mauna Kea*** Forest Reserve, the

coordinates of said point of beginning referred to Government Survey Trig. Station “Puu Laau” being 37.0 feet north and 188.0 feet East from the Government Survey Trig. Station “**Ahumoa**” being 9030.0 feet North and 5872.0 feet East, as shown on Government Survey Registered Map No. 2786, and running... [13 courses] ...AREA 12,131 ACRES.

Excepting and Reserving there from all existing roads and trails within this tract and such other roads, trails and other rights-of-way that may be required for public purposes.

Compiled from Gov't. Survey Records and Parker Ranch Map by Geo. F. Wright.

E.W. Hockley  
Assistant Government Surveyor. [State Survey Division]

On April 7<sup>th</sup>, 1929, A.W. Carter bid for and secured General Lease No. 1971, replacing the earlier General Lease No. 608 for the land of Humu'ula. Terms of the lease were for twenty-one years, from January 1<sup>st</sup>, 1930 to December 31<sup>st</sup>, 1950; with a one year extension granted from January 1<sup>st</sup>, 1951. The lease was sold at an annual rental of \$25,100.00, and 49,100 acres, with 9,000 acres of the total being described as “waste land” (Land Division, General Lease No. 1971).

In his notes of April 29<sup>th</sup>, 1929, describing the new leases of Humu'ula and Ka'ohē, A.W. Carter observed that he:

...was run up tremendously on all of the leases. **Humuula** went from \$8,150.00 to \$25,100.00. It was an outrageous price to pay for this but I am glad that we got it. I would have even gone some higher to obtain it. We can make money on this rental. I doubt, however, if anybody else would have. We have the stock and we need the land.

*The road to **Humuula** [the Pōhakuloa flats of Ka'ohē], consisting of about 16,000 acres, was bought by a Portuguese at an annual rental of \$8,000.00. This is largely a desert section and runs well up into the rocks on the **Mauna Kea** side. The lease provided for a fence to be built by the successful bidder of sixteen (16) miles, which will cost him, I think, not less than \$1,000. a mile. No one, I think, can make anything out of the place on the price paid for the lease and the conditions of the lease.*

*The other section of **Kaohē** between the Waikii gate and the last gate [the **Ahumoa** section] consisting of about 11,000 or 12,000 acres, I was run up to \$4,000.00, which is an excessive rental but considering the fact that it butts right into our Waikii paddock, it was essential that we get it.*

There is considerable good land in this lease and I feel that we can make it pay its way. The other two leases, one back of the homesteads in Waimea Village and the other one on the mountain back of the old dairy, I obtained. We got all our leases with the exception of **Kaohē** section above mentioned, and the rent to the purchaser of this lease is prohibitive.

NOTE: The Land Commissioner went up from Honolulu early in February “to inspect **Humuula** and decide upon the question of a new lease.” [Parker Ranch-PPS, **Humuula** File]

In 1919, Parker Ranch had closed its sheep station at Ke'āmoku—this was in-part the result of an introduced bur infesting the lowlands, making the wool almost impossible to clean. The Ke'āmoku and Waiki'i stations were dedicated to the cattle operation, with Waiki'i also focusing on feed production.

Humu'ula served as the heart of the Parker Ranch sheep operation throughout the period of General Lease No. 1971.

### ***Ranches on the Mountain Lands Described in 1929***

In 1929, L.A. Henke, published a "Survey of Livestock in Hawaii," University of Hawaii Research Publication No. 5. The publication included historical descriptions of ranches throughout the Hawaiian Islands. The following narratives describe the primary ranches and their operations on the mountain lands around Mauna Kea up to 1929:

#### ***KUKAIAU RANCH***

***Kukaiau*** Ranch is located above ***Kukaiau*** Plantation and the headquarters of the ranch are reached by an automobile road leading seven miles *mauka* from the government road.

***Kukaiau*** Plantation was started about 1886 by John M. Homer and ***Kukaiau*** Ranch was started about 1887 by Chas. Notley above the sugar belt. The ranch lands begin *mauka* of the sugar plantation at the 2,300 foot elevation and extend up to 7,600 feet. The ranch headquarters are located at the 3,513 feet elevation.

The area at present consists of about 35,000 acres, about 2,000 of which are lava flows and 1,000 acres are so heavily wooded with blue gum trees that no grass is found between them. In May, 1928, the ranch carried 5,063 cattle, about 500 of which are Holsteins and the balance well bred Herefords. The ranch also had 294 horses, 100 mules and 3 jacks at that time. Forty nine of the horses are heavy brood mares of the Percheron breed, which are largely bred to jacks to produce mules. No sheep and practically no swine are kept at the present time.

The aim is to carry about one animal to seven acres. On this basis the ranch is slightly overstocked at the present time. The forage consists of native and imported grasses. *Paspalum dilatatum* does very well and buffalo grass (*Stenotaphrum americanum*) cocks foot (*Dactylis glomerata*) and mesquite (*Holcus lanatus*) are among the other leading forage grasses found on the ranch. Hilo grass (*Paspalum conjugatum*) is also found to some extent on parts of the ranch. Cultivated crops have been grown to some extent in days gone by but none are being produced at present.

The ranch is divided into about 30 large pastures with a total of about 150 miles of wire fencing, and a few stone fences.

Beef cattle are marketed at about 3 to 3 ½ years of age, at which time they weigh about 1,200 pounds and dress out slightly in excess of 50%. Calves are branded with the number of the year when born. About 1,000 to 1,100 are marketed annually, about 50% being sent to Honolulu, being [page 33] driven to ***Kukaiau*** Station, thence by train to Hilo and steamer to Honolulu. About 30% of those marketed annually are slaughtered locally and 20% are slaughtered in Hilo.

The Holstein male calves are sold as steers and at a given weight are as large as the Herefords but do not dress out quite as well. A few cross-breeds occur and at a given age these in the first generation are larger than either the Herefords or Holsteins. Holstein females are sold as dairy cows, locally and in Honolulu. No dairy products are produced except for local consumption.

The ranch has 52 Hereford bulls, 8 of which are imported and practically all are purebred. They have five purebred Holstein sires, one of which, Matador Segis Walker, originally purchased from a mainland Holstein breeder was later sold back to the same breeder for \$5,000, a price many times greater than the purchase price.

Mules are raised and sold to local sugar plantations. Perhaps the biggest problem is to get enough drinking water for the cattle. The rainfall averaged about 79.5 inches annually

during thirty years at **Umikoa**, the station at the ranch headquarters. However, the rainfall varies greatly from year to year, being as low as 19.3 inches in 1897 and as high as 180.59 inches in 1902. A severe drought was experienced in 1920 and about 1,000 head were lost due to drought at that time.

Roofs are built in the various paddocks for catching the only water that can be secured, and the smallest of these roofs has an area of 10,000 square feet, and supplies about 600 cattle. Tanks are used to store this water, the total tank capacity at present being 2,140,000 gallons. This includes a 640,000-gallon reinforced concrete cistern. Additional water storage facilities are contemplated. Something in excess of 3,000,000 gallons storage capacity is desired.

The climate is cool, 34° F. being the record low temperature on the ranch. About 18 men are required to take care of the livestock on the ranch with additional men needed from time to time for special work. The ranch consists of about 2,000 acres held in fee simple by the owners, 20,000 acres are leased from the government and the balance is leased from other private owners.

**Kukaiau** Ranch interests were sold by Mr. Notley to J.M. Horner soon after he started same and Robert Horner was the manager for many years till 1912. The herd books of those early days (about 1890 to 1910) show that many Hereford bulls were purchased from Gudgell and Simpson, noted Hereford breeders of Independence, Mo., and these bulls were rich in the blood of Don Carlos, Beau Brummel, Lamplighter and Anxiety 4th, all outstanding animals in Hereford breed history. Excellent light horses, both standard breeds and thoroughbreds rich in the blood of Hambletonian X were imported and raised in the nineties and thereabouts when horse racing was more popular in Hawaii than it is at the present time. A small Short-horn herd was also maintained in the early days of the ranch. Good butter was made in the nineties but difficulty in marketing same caused this work to be abandoned. Good cattle giving 20-25 quarts of milk were, sold at that time for about \$75 each.

Mr. D.S. Macalister has been manager of the ranch since 1912. T.H. Davies & Co., Ltd., are the Honolulu agents. [page 34]

### **PARKER RANCH** **Historical**

The Parker Ranch is by far the largest of the Hawaiian ranches. The Parker Ranch proper (excluding the Kahuku Ranch owned by the Parker Ranch) has a total area of about 230,000 acres, about 155,000 of which are held in fee simple and the balance is leased, mostly from the government. The beginnings of the Parker Ranch go back one century. Wild cattle were abundant in the Waimea plains (then largely forested) about 1820, these cattle being descendants of those brought in by Vancouver.

The present Parker Ranch is the combination by purchase or lease at various times of smaller ranches which existed in this region, the **Humuula** sheep station consisting of 50,000 acres being acquired as late as 1914. The ranch derives its name from John P. Parker of Newton, Massachusetts, who was the original owner of the ranch (then much smaller than now) about 1830. He had two sons, John and Eben and one daughter, Mary, who married a Mr. Fuller. John P. Parker, Jr., succeeded his father as manager. Samuel Parker, a son of Eben Parker, was manager for a time. Following this Paul Jarrett was manager from about 1887 to 1899, when Alfred W. Carter became manager and has continued to the present time, his son Hartwell now acting as assistant manager... [page 37]

...The lands of the Parker Ranch extend from the sea to the slopes of **Mauna Kea** about 7500 feet elevation. Soil, rainfall, wind and temperature conditions vary widely in the different sections of the ranch. Some areas are not capable of carrying more than one steer to fifty acres while other more favored sections of the ranch may carry one head on about three acres... [page 38]

### **The Humuula Sheep Station**

The sheep ranch headquarters are high up on the slopes of **Mauna Kea**, 32 miles from Kamuela. These lands, having an area of about 50,000 acres, became a part of the Parker Ranch in 1914 and have an elevation ranging between 6600 and 9500 feet. Twelve thousand Merinos are kept, all the rams being purebred.

The wethers average about a seven pound fleece and the ewes five pounds, the total wool production being about 70,000. [page 39]

Dressed two year old wethers weigh about 48 pounds. Present day demand is largely for lamb, but marketing lambs interferes with the wool production program.

This is a region of heavy dews and much fog and the sheep get all their water from the vegetation... [page 40]

### **PUU OO RANCH**

**Puu Oo** Ranch, largely on the slopes of **Mauna Kea** on a line between Hilo and the top of the mountain, has an area of 23,000 acres, 40 of which are held in fee simple, 13,000 are leased from the government and the balance from private parties. The ranch is located at an elevation ranging between 5,000 and 6,500 feet, and can be reached by an auto trail through Waikii and by horse trail from Hilo. The soil is good except for about 3,000 acres of rocky land between **Mauna Kea** and Mauna Loa. It is mostly an open forest country with *Ohia lehua*, *koa* (*Acacia koa*) and *mamani* (*Sophora chrysophylla*) trees.

This region has an annual rainfall of 92.48 inches based on eighteen years' records and the temperature has been observed to drop as low as 19° F. Water is secured from springs which lead to tanks and this ordinarily is an ample supply for the cattle. It is estimated that an average bullock drinks about 15 gallons per day. **Puu Oo** Ranch has about 75 miles of fence. This ranch carries about 4,000 high grade Herefords, 100 of the Hereford cows being registered animals. Forty-five bulls, all registered, are in service. All of the herd bulls except three from the Parker Ranch are **Puu Oo** raised. A total of about 1200 head are marketed annually from Keaau and **Puu Oo** Ranches, cattle from Keaau, the lower ranch, often being brought to **Puu Oo** for a year or more before marketing them.

Kentucky Blue Grass (*Poa pratensis*) with white clover (*Trifolium repens*) mixed in predominates as a forage grass in this section, and mesquite (*Holcus lanatus*) is considered very good. A wide variety of forage grasses are found, including cocks foot (*Dactylis glomerata*), *Paspalum dilatatum*, carpet grass (*Paspalum compressum*), redtop or Herd's grass (*Agrostis alba*), perennial rye (*Lolium perenne*), sweet vernal grass (*An-* [page 42] *thoxanthum odoratum*), *Phalaris bulbosa*, Beffiluda grass (*Cynodon dactylon*), tall meadow oat grass (*Arrhenatherum elatins*), brome grass (*Bromus unioloides*), *Panicum pruriens*, native sedges, creeping bent grass (*Agrostis alba* var. *maritima*), bird's foot trefoil clover (*Lotus corniculatus*), sheep sorrel (*Rumex acetosella*) and Hop vine clover (*Trifolium agrarium*), etc.

The lease on **Puu Oo** Ranch was purchased in 1899 by W. H. Shipman from John Baker, who started the ranch about 1896. He had built some fences, and about 600 head of mixed cattle, including some Longhorns, were found on the ranch at that time. Hereford bulls have been used on this ranch since 1900 and the cattle are well bred.

The ranch is still owned by W. H. Shipman, Ltd., and managed by W.H. Shipman and his son, H.C. Shipman. [Henke, 1929:43]

By the end of the term of General Lease No. 1971, in 1952, the Territory subdivided the Humu'ula lease into several smaller divisions, and placed them out for bid. These included the Keanakolu Paddocks (General Lease No. 3438); the Hopuwai Paddock (General Lease No. 3439); and the Kole and Laumaia Paddocks (General Lease No. 3440). All of the leases were sold by terms of twenty-one years from December 29, 1952.

### ***Transitions in Leasehold Interests and Land Use on the 'Āina Mauna (1950s-1960s)***

By the middle 1950s a number of changes in ranch operations and management were occurring. In 1956, the Ka'ōhe IV (Pōhakuloa) began to be withdrawn from the leases of the Parker Ranch, for military purposes (Governor's Executive Order No. 1719; and Presidential Executive Order No. 1167). The Ke'āmoku and Waiki'i stations were closed, and many of the station buildings moved or demolished. By 1963, the ranch announced that it would be shutting down its sheep operation at Humu'ula, with all grazing activities focusing on cattle. Rally Greenwell, then manager of Parker Ranch, and Richard Smart, heir of the Parker Ranch Estate, announced the closure of the sheep operation at Humu'ula in the ranch newsletter, *Paka Paniolo*, observing:

#### ***February 1963***

##### ***Sheep Raising Business***

Over half a century of sheep raising on Parker Ranch will end next year in a program to enlarge the Ranch's cattle operations. Manager Radcliffe Greenwell has announced.

The ***Humuula*** Sheep Station will see a "peeling off" of its sheep population by June, 1964.

Greenwell said there would be no changes in ***Humuula*** personnel. Foreman Peter L'Orange will continue as head of ***Humuula*** operations.

"There are four reasons why Parker Ranch is stepping out of the sheep business," Greenwell said.

By disposing of the sheep and utilizing the 33,185 acres at Humuula solely for cattle raising, Parker Ranch will receive a far greater return on its investment. Our machinery is old. If we continue this operation we must invest thousands of dollars in new machinery. It is becoming more difficult to get men to shear.

Wild dogs and wild pigs kill a great many of our sheep. Predatory dogs will attack anything—ewes or lambs. The wild pigs go after only new born lambs. Of the 4,500 head of sheep at Humuula today, we suffer at least a five per cent loss from wild animals.

Greenwell said "the Ranch has stopped the breeding program. First lambs of the season will drop the end of February, these lambs to be marketed as soon as they are fat."

Shearing has started with about 40 to 50 a month going under the scissors.

Mutton is being sold at the Kamuela Meat Market, some shipped by the Market to Honolulu. Between 50 to 60 sheep are being marketed, this number to be increased to 200 a week as feed improves and the animals gain weight.

"We should get the sheep off ***Humuula*** by June of 1964, thereby increasing our cattle operations. About 85 per cent of the ***Humuula*** crew's time is spent on cattle work as it is," Greenwell said.

He said calves born and raised on the main Ranch will be weaned and sent to **Humuula** where they will stay until old enough either to be bred or fattened for market.

He said no physical changes are anticipated at the sheep station. Present employees will continue to live at **Humuula**.

**Humuula** is closely woven into the history of Parker Ranch.

The area is leased until June 1974, from the Hawaiian Homes Commission with the exception of a little finger of land known as Waipunalei near **Keanakolu**, which runs to a point above **Laupahoehoe**.

It is the highest elevation of any Parker Ranch land, a nippy country in the winter. Three times this past month the temperature has slid to 32 degrees and lower.

### ***The Humuula Story***

German immigrants first ranged sheep at **Humuula** and on the **Mauna Kea** slopes. **Humuula** was acquired by Sam Parker Jr. It was bought March 3, 1914 by the late Alfred W. Carter as trustee and manager of Parker Ranch. Waipunalei was bought from Colonel Samuel Parker at the same time, "being valuable on account of the water in the gulch."

**Humuula** then included some 400 head of horses, 500 head of cattle, and 23,000 head of sheep. As high as 30,000 sheep have been run on the station.

In his early years as Parker Ranch manager, Mr. Carter authorized "small importations of sheep, recommending full blooded Shropshire or Southdown ewes, these to be already in lamb, to mix the blood."

When the shipments reached Honolulu they were "admired by everyone—a prize lot."

Experimentation proved these two breeds did not do so well at **Humuula** as Merinos.

In 1904, Mr. Carter bought the **Puuloa** Sheep Ranch for Parker Ranch from the MacFarlane Estate. The inventory showed 6,175 head of sheep. The sheep industry, from this point on, became an important factor in Ranch affairs.

Ten thousand pounds of wool were sent to Boston in 1904; 30,000 in 1908. A wool press was ordered from Sydney in 1912, also a shipment of rams.

Continued ram importations gradually raised the wool clip per animal. The wool was of a high quality desired by the trade. Shipments were made to Boston, headquarters of the United States wool market. Last year's entire clip was sold to the Blue Mountain Wool Co., Portland, Ore.

**Humuula** has long been one of our greatest and finest sections and will continue to be...

"There will be no changes at **Humuula**. I regret we are moving out of the sheep business but I feel it is a step toward strengthening our cattle production," Richard Smart said. [*Paka Paniolo*, February 1963. No. 15.]

In December 1963, Richard Smart penned an article in *Paka Paniolo*, from interviews with Willie Kaniho, Sr., who had been manager of the Humu'ula and Ke'amoku Stations. The elder Kaniho shared his recollections of the sheep operation and lands of the Humu'ula region:

**December 1963**

**Willie Kaniho, Sr., Recalls Humu'ula and Ranch Life:**

There are some people for whom you can find the proper adjectives. But a new set should be invented for William Kaniho Sr., who winds up 50 years with Parker Ranch and is still strong as the ropes he used to tie the wild cattle.

He is "Willie" to everyone, the Big Boss on down.

Born at **Kalopa** on March 18, 1894, Willie's life has been woven into the ranching history of Hawaii. His father was William Kaniho who worked "for the Germans at **Humuula**." His mother was Kanaiholo Papa.

His father died shortly after Willie was born and he was taken by his grandparents, the John Papas, who also worked at **Humuula**. There was an older brother, Robert, now a Kona tour guide.

This is Willie's story. We regret the typewriter does not carry the proper inflection and the humor in Willie's face as he tells it.

I went to school at Kalopa but I left at 14 and went to work at Humuula but the Germans had gone and Sam Parker Jr. was owner then. He was a big fellow, tall, husky—the house where he lived in Waimea is down now. It is where the CCC camp is now.

I was all-around cowboy for Sam Jr. I worked for Sam little more than two years then he sold to Parker Ranch. Mr. Carter bought it. I remember the day Mr. Carter came to Humuula and said Parker Ranch had bought the land.

When I started at Humuula, Ikua Purdy was the foreman—you know the famous roper. He stayed on as foreman when Parker Ranch bought the land. Then three of us went to Kauai—for better pay—Ikua Purdy and Kainapau Kailikini and me. We went for more money. We got \$12 a month at Humuula. Princeville Ranch paid us \$75 and a bonus. Ikua was Princeville foreman.

I worked at Princeville two years. Then Frank Wood at Kahua offered us better pay—\$85 a month, top wage and bonus. Ikua was to be foreman, I was still a hand.

We had a disagreement over the wage bonus and I got in my Model T, packed my gear, and drove to Waimea. Mr. Carter heard I had left the job and he had a cowboy named Manoa (he was our lunch boy and carried lunches out to the job on horseback in those days) waylay me at Uyeda's Barber Shop (across from Lanakila Park).

He said, "Mr. Carter wants to see you." I said, "I'll see him in the morning." He said, "He wants to see you now." I said, "I'll see him in the morning." So I went to my mother's house at Hamakua and came back the next morning.

Mr. Carter's office is where the Bank of Hawaii is now. He asked "You left Kahua Ranch?" and I said "yes," and he said "Why?" so I told him. Then he asked me to come back and work for Parker Ranch. I say "Okay but how much you going to pay me." So he told me he'd pay me "\$35." "Excuse me for that," I told Mr. Carter. "But I get more pay at Kahua Ranch and they feed me and I get free wood."

He say he cannot pay that much. I say "That's Okay, you can't pay that much, I don't ask for the job, you want me." He told me he'd "give me a foreman's job then can pay more high pay."

So I took that job at \$100 and he sent me to Keamoku and I stayed there one week and he brought me back to stay with him at a cottage in the back. I get free food with him. Then he send me to work with the cowboys as a hand but I got my \$100. I stayed six months with Mr. Carter.

He sent me back in charge of Keamoku. I stayed there two years. Then he sent me in charge of Humuula replacing Herbert Ishizu's brother Junichi Ishizu who was killed in the flash flood on his horse.

Willie then tells of his six years at **Humuula**, returning to the cowboy gang, replacing Johnny Lindsey Sr. when he retired, and his eight years as cowboy foreman in the days when cattle were lashed to longboats and lifted aboard the **Humuula**.

He talked of Hogan Kauwe, Awili Lanakila, Harry Kawai, Joe Pacheco, Kaliko Mainaupo, Tom and Albert Lindsey, Frank Vierra, Alex Akau Sr., William Campbell, John Lekelesa and others who were members of the legendary cowboy gang.

Willie stayed on at **Humuula** until 1959 when he was brought to Waimea as general foreman under Manager Richard Penhallow... [*Paka Paniolo*, December 1963. No. 25.]

Oral history interviews with John Ah San, Teddy Bell, Rally Greenwell, Toshi Imoto, Sonny and Daniel Kaniho, Hisao Kimura, Pete L'Orange, and others, cited in Volume II, provide readers with first hand accounts of the history of the *'āina mauna*, dating from the 1930s to 1980s.

### ***Identification and Development of the Mauna Kea Springs for Water Supply***

Throughout the history of ranching on the *'āina mauna*, development of water sources—first to ensure a drinking supply for people in the region, and later for the increasing herds of livestock—has been a consideration. Historical records document that the wild, and early herds of cattle and sheep were sustained by the dew and rainfall on the mountain lands. The wild herds were also reported as frequenting Lake Waiau and the snow line for water. Over the years, as the herds were increased, and pastures formalized, there arose a need for standing water sources. By the late 1800s, the Humuula Sheep Station and other outlying ranch facilities, developed systems of catchments and reservoirs that fed troughs and supplied ranch facilities with water. Among the early efforts of the ranches to develop water from Mauna Kea sources, were the tapping of springs at Waikahālulu Gulch and Houpokāne<sup>36</sup>-Waihū, on the Pōhakuloa Gulch. The Waikahālulu spring was tapped and pipes laid out towards the Humu'ula Station, while the Houpokāne-Waihū springs were tapped and fed the Pōhakuloa sub station, near the present-day Mauna Kea State Park.

Interestingly, early in Carter's investigations into water sources, and a means of getting water to the Ka'ohē lands around Pu'u Ke'ēke'e, and the lower Waiki'i and Ke'āmoku region, he caused an inspection of the high elevation Mauna Kea springs to be conducted. C.H. Kluegel and former ranch manager, Paul Jarrett traveled to the Mauna Kea springs in July 1900, and Kluegel provided the following report to Carter:

***July 14, 1900***

***C.H. Kluegel; to A.W. Carter:***

***(Report of an Inspection of the Springs on Mauna Kea):***

...it is disappointing to find so little water in the three springs on the south slope of **Mauna Kea**. With an abundant supply at that elevation a large dry area could be supplied with water.

<sup>36</sup> Houpokāne is mistakenly written Hopukani on most maps dated after 1900.

The matter of water rights I have not examined.

One and one half, and two inch pipe is proved to be a pressure of 500 pounds per square inch. This is more than the pressure on the proposed line from Waikoloa Creek, but pipe of good quality is required. It should be galvanized pipe.

Regarding asphalt lining for reservoirs, Messrs. Vincent and Belser, Sewer contractors in Honolulu may be able to give you cost, etc...

...In accordance with your request, I have examined, with the assistance of Mr. Paul Jarrett, the water supply for the Parker Ranch at Waimea and vicinity.

On the Southerly slope of **Mauna Kea** there are three springs. **Waihu** is the lowest. Its elevation is 8900 feet. A  $\frac{3}{4}$  inch pipe 2 miles long now conveys the water to **Pohakuloa**, a station on the road to **Kaleieha**.

The flow of this spring is 1730 gallons in 24 hours.

The second spring is at an elevation of 9800 feet. The flow is 2900 gallons in 24 hours.

The third spring, called **Kahoupokani** [**Ka Houpo Kane**], is at an elevation of 10,500 feet. The flow is 4300 gallons in 24 hours.

The total flow of the three springs is 8930 gallons in 24 hours.

A portion of this amount is now required in the near vicinity, and more may be required hereafter. Much trouble has been caused in the present pipe by freezing and bursting. This has been remedied to some extent by covering the pipe with earth. This would be difficult to do between the lower and the upper springs as there is only rock and no earth at hand while the protection is more needed. Even at this time we found ice at the second spring.

The distance from the springs to the lower paddock at Waikii is about 16 miles... [Parker Ranch/PPS Water File]

Apparently the proposal of developing water lines from the Mauna Kea springs to the Waiki'i vicinity was not acted upon, as more reliable sources from the Kohala Mountains were developed in the next couple of years.

**March 28<sup>th</sup>, 1910.**

**Mr. Sam Parker, Jr.,**

**Waimea, Hawaii.**

...Regarding the springs on your side of **Mauna Kea**, the following report was made to me some ten years ago: -

On the southerly slope of **Mauna Kea** there are three springs.

Waihu is the lowest. Its elevation is 8900 feet. A  $\frac{3}{4}$  inch pipe two miles long now conveys the water to Pohakuloa, a station on the road to **Kalaieha**.

The flow of this spring is 1730 gallons in 24 hours.

The Second Spring is at an elevation of 9800 feet. The flow is 2900 gallons in 24 hours.

The Third Spring called Kahoupokani is at an elevation of 10,500 feet. The flow is 4300 gallons in 24 hours.

The total flow of the three springs is 8930 gallons in 24 hours... [Parker Ranch/PPS Collection]

**October 21, 1946**

**L.W. Bryan, Associate Forester; to A.W. Carter**

...I thank you for your letter of October 16, and it is a long time since we have seen each other. I was pleased to learn that your health has improved and trust that I shall have the pleasure of seeing you when you again visit Hawaii.

I am interested in the history of the **Humuula Sheep Station Company**, particularly, as it affects the **Pohakuloa** section and I wonder if, from your wealth of knowledge, you can perhaps help me out by supplying answers to the following questions: When was the **Humuula** Sheep Station Company first founded and where was the original headquarters? In this connection it seems that I have heard that the original headquarters was located at **Keanakolu** and later on moved to **Kalaeaha [Kalaieha]**. Was **Pohakuloa** (which is in the land of **Kaohe**) originally part of the **Humuula** Station? About what year was the little house that formerly stood near the large Eucalyptus tree built? Do you know when the pipeline to the **Waihu Spring** was first constructed above Pohakuloa? Any other information that you might be able to give me will be appreciated... [Parker Ranch/PPS Collection]

**December 12, 1946**

**A.W. Carter; to L. W. Bryan, Associate Forester**

...Referring to your letter of October 21<sup>st</sup>; asking several questions relative to the **Humuula Sheep Station, Pohakuloa and the Waihu Spring**, attached hereto is a statement which I have made for you. Some of the things in this statement are from my personal recollections, from statements made to me by old timers in Waimea, and from records in my office.

**Pohakuloa** was never included in the lease of **Humuula** but was in a separate lease of land known as Tract No. 4, **Kaohe**, Hamakua, Hawaii<sup>37</sup>. This lease, No. 451, was dated September 9, 1891 and was signed by C.N. Spencer, Minister of the Interior to the **Humuula** Sheep Station Co., at the time Mr. Haneberg was President of that Company. Particulars of the **Humuula** lease are included in the attached statement. I had the certificate of boundaries checked at the Land Office and find there was a decision as to the boundary between **Humuula** and **Kaohe** (Pohakuloa being a part of **Kaohe**). This was made in 1891 and I attach some of the testimony and the decision itself [see Boundary Commission Testimonies cited in this study].

*I could not tell you the date that the pipeline was constructed from the **Waihu Spring** to the **Pohakuloa** flat but I do know that it was before 1900.*

There may be other matters which will come to mind, of interest to you, and if so, I will write you further... [Parker Ranch/PPS Collection]

<sup>37</sup> Note that by 1857 & 1859, the Government leases to F. Spencer & the Waimea Grazing and Agricultural Company, included all the mountain lands of Humu'ula and Ka'ohē in one lease. It was not until 1871, that J.P. Parker II secured the lease of the Ka'ohē mountain lands covering the Pōhakuloa and Mauna Loa region. The Lease No. 451, issued in 1891 to the Humu'ula Sheep Station, represented the first time that the Government divided portions of the Ka'ohē mountain lands into sections, and bid them out as separate parcels (see records cited in this study).

Oral history interviews with Rally Greenwell and Jess Hannah provide us with interesting historical accounts about development of the water resources at both Waikahālulu and the Houpokāne-Waihū springs (see Volume II).

#### **IV. Nā Ala Hele o ka 'Āina Mauna – Native Trails to Government Roads**

The story of travel and access on the 'āina mauna is an interesting one. We know from native traditions and historical accounts (written as early as the 1820s), that people traveled across the mountain plateau lands and up to Mauna Kea with great frequency. One early account dates back to the 1500s, at the time that 'Umi-a-Liloa fell into a disagreement with the chief of Hilo over a whale tooth (ivory) pendant. Traveling from Waipi'o, across Mauna Kea, 'Umi and his warriors camped in the uplands of Kaūmana. Native historian Samuel Kamakau (1870 & 1961) wrote that 'Umi-a-Liloa:

...conferred with his chiefs and his father's old war leaders. It was decided to make war on the chiefs of Hilo and to go without delay by way of **Mauna Kea**. From back of Ka'umana they were to descend to Hilo. *It was shorter to go by way of the mountain to the trail of Polī'ahu and Polī'ahu's spring at the top of Mauna Kea, and then down toward Hilo. It was an ancient trail used by those of Hamakua, Kohala, and Waimea to go to Hilo. They made ready to go with their fighting parties to Mauna Kea, descended back of Hilo, and encamped just above the stream of Wai-* [page 16] *anuenue without the knowledge of Hilo's people that war was coming from the upland. Hilo's chiefs were unprepared.*

A certain fisherman of Pu'ueo was at sea, catching *nehu* fish, and he noticed that the water in the ocean was dirty. He was surprised and guessed that there was war in the mountain, and it was that which caused the water to be so dirty. Some [of his companions] denied this and declared that it was a cloudburst instead of war, and that was the cause of the dirt and the reddening of the water flowing into the sea. He would not believe them and insisted that this dirt was stirred up by the feet of men. He hauled up his draw nets at once and went ashore. He did not stop to dry his nets, but cooked taro and some *nehu* fish, picked up his war spear, draped his cape of *ti* leaves over his back, and departed for the upland. The name of this man was Nau.

When Nau arrived away up in the upland of Ka'umana, he remained at a narrow pass, and the other side of it was the camp [of 'Umi]. He sat on a flat stone beside the stream and after opening his bundle of *nehu* fish, ate some with the cooked taro (*kuala*). 'Umi-a-Liloa's warriors noticed Nau, the noted fisherman of Pu'ueo, eating taro and *nehu* fish. It was difficult for 'Umi-a-Liloa's men to pass through to the trail. They came in single file to go through the pass, and at the narrowest part a leg had to reach out first. The spot in which he sat was comfortable and was in a depression. When someone on the other side reached out to go through, he was stabbed with a spear and fell over the cliff, dead. (*Ke Au Okoa*, Nov. 24, 1870). This was continued until many were destroyed by this lone man who guarded the narrow pass of Ka'uamoa. Forty were killed. Pi'i-mai-wa'a climbed over the cliff and saw but one man against its side. He said to himself, "I shall kill you," and leaped over. [A cry went up] "Pi'i-mai-wa'a is dead! He has fallen over the cliff." It was Nau who died, and so there was no one to warn the chief of Hilo. When night came, the war party reached Hilo. They were supplied with torches and saw the chief's residences and the house of Kulukulu'a's daughter. 'Umi-a-Liloa's warriors surrounded them, and the chiefs of Hilo were destroyed. Kulukulu'a's daughter was spared, and Nani-koki, the famous *palaoa*, was restored. Regret for the loss of the *palaoa* was the cause of the war. After the battle, the districts of Hilo and Hamakua were united under the rule of 'Umi-a-Liloa... [Kamakau 1961:16-17]

In this account, 'Umi went on to secure all of the island of Hawai'i under his rule, and it was at that time that the *heiau*, Ahu-a-'Umi, Pu'u Ke'eke'e, Mauna Halepōhaku, and Pōhaku o Hanalei, and many trails and other sites were made in the mountain lands (see the account of Kanuha, recorded by Jules Remy in 1865, earlier in this study).

In ancient time, travel across the mountain lands, via the *ala hele* (trails and byways), afforded people access to various localities, and also facilitated the collection of various resources including, but not limited to: stone for adze; burial sites; 'ua'u, nēnē, 'ō'ō, *mamo* and other birds; and various plant materials. In 1793-1794, A. Menzies visited Hawai'i with Captain Vancouver, during which time Menzies and crew members walked inland with native guides to botanize and take readings of the topography. While ascending Mauna Loa, Menzies observed that the Hawaiian kept "*Mora*" (*heiau* – ceremonial sites) along the trails at which they regularly stopped in prayer and with offerings (Menzies 1908:110). The following excerpts from Menzies describe this practice:

"So bigoted are these people to their religion that here and there, on the sides of the path, they have little Morais, or spots consecrated to their Deity, which none of them ever pass without leaving something—let it be ever so trifling—to obtain his good will, and they were highly delighted, indeed, when we followed their example in throwing a nail or a few beads, or a piece of *tapa*, before their Deity, which the women were not allowed to pass without uncovering their breasts and shoulders." [Menzies 1908:110]

While the above narrative was recorded on a trip to Mauna Loa, such protocol was uniformly practiced throughout the islands, and is deeply rooted in the spiritual beliefs of the people. There remain to this day examples of small shrines, upright stones (Pōhaku o Kāne) and other features along trails across the mountain plateau, leading across the *'āina mauna*, and to the summit of Mauna Kea.

By the 1840s, social and economic pressures led to the formalization of a road division in the Hawaiian Kingdom. Native *ala hele*, which had been used for centuries and often provided the "path of least resistance," to travel around and across the island, proved inadequate for the new methods of travel with horses, wagons and team animals. By 1847, Kamehameha III had instructed island governors to undertake the survey of routes and construction of new roads, which became known as the *Alanui Aupuni* (Government Roads). Construction was to be paid for through taxation and "labor days" of the residents of the lands through which the roads would pass. Governor Kapeau, on the island of Hawai'i, expressed his *mana'o* on this matter to Premier and Minister of the Interior, Keoni Ana, in a letter of August 13, 1847:

*Aloha oe e ka mea Hanohano –*

I have a few questions which I wish to ask you. Will the police officers be required to pay, when they do not attend the Tuesday (*Poalua*) labor days? How about parents who have several children? What about school teachers and school agents? Are they not required to work like all other people when there is Government work on the roads and highways?

I believe that school agents, school teachers and parents who have several children, should only go and work on the weeks of the public, and not on the *Konohiki* days....

...The roads from Kailua and down the *pali* of Kealakekua, and from Kailua to Honokohau, Kaloko, Ooma, and places spoken of to our King, and from thence to Kaelehuluhulu [at Kaulana in Kekaha], are now being surveyed. When I find a suitable day, I will go to Napoopoo immediately, to confer with the old timers of that place, in order to decide upon the proper place to build the highway from Napoopoo to Honaunau, and Kauhako, and thence continue on to meet the road from Kau. The road is close to the shore of Kapalilua...

*The width of the highways around Hawaii, is only one fathom, but, where it is suitable to widen where there is plenty of dirt, two fathoms and over would be all right... If the roads are put into proper condition, there are a lot of places for the strangers to visit when they come here. The Kilauea volcano, and the mountains of **Maunaloa, Maunakea, and Hualalai**.*

There is only one trouble to prevent the building of a highway all around, the steep gulches at Waipio and Pololu, but this place can be left to the very last... [HSA – Interior Department, Roads; translation modified by Maly]

The great land resources of Ka'ōhe, Humu'ula, Waimea, Waikōloa, and the plateau lands between the mountains, were early determined to be important to the development of ranching interests on Hawai'i. Thus, while in most locations roads were improved through populated areas, on the mountain lands old trails were modified or realigned to improve access to large tracts of Crown and Government Land.

In between May-December 1873, and August 1891, testimonies given by native informants regarding the land of Humu'ula also documented the locations of old trails around the mountain. Among the references to trails—most associated with bird catching, canoe making, and later bullock hunting—are the following:

**Kahulanui** — “The *mamani* grows on **Humuula**, the water is called **Kapuuakala**. I have been up the road on **Makahanaloa** with John Pilot and saw a place called **Kapuuakala**; this was before the land was surveyed” (Volume A No. 1:183).

**Ili** — “...came to *kahawai* of Kolekole and was told Hakalau was on Hamakua side of this gulch. Before we came to this gulch we came to **Nahuina**, where **Hakalau** road comes in” (Volume A No. 1:184).

**Manuia** — “**Mawae** is where **Waiakea** and **Piihonua** cut off Kaaumana, and the Mawae was covered up by the lava flow of 1855. I saw a pile of rocks there before the flow of 1852... This pile of stones was on the boundary between **Piihonua** and Waiakea. The boundary used to run up old road in a straight line from **Kalapalapanui** to Mawae...” (Volume B:23)

**Nainoa** — “The old trail from **Humuula** towards **Piihonua** used to run along the *mauka* edge of the woods, near the boundary, not in the woods” (Volume B:31). Waiki observed that “*The road in olden times, ran from Lahohinu to Laumaia, above the woods. No road from Humuula to Lai, along through the woods*” (Volume B:43).

**Hanioa** — “The road from **Humuula** to **Piihonua** runs along on the *pili*, and not in the woods. *The roads in the woods were only bird catchers roads* (Volume B:45).

**Kamohaiulu** — “...along the land of **Kahoahuna** 1st to **Lainakaunohi**, a spot in the old canoe road of **Humuula** at **Mauiana**” (Volume B:48).

**Naaikauna** — “In olden times the road from **Humuula** to **Laumaia** went along on the *pili* and not through the woods. I used to go into the woods a short distance catching birds, and then go back outside again” (Volume B:52).

**Kainoa** — “The ancient road runs along outside of the woods” (Volume B:56).

**R. Lyman** (notes from field visit with *kama'āina*) — “The boundary between **Humuula** and **Makahanaloa** as pointed out by Kahue is a hollow commencing on the ridge between these two lands, this ridge is the one on which the road from the beach, through **Makahanaloa** lies” (Volume B:176).

**Amina** — “The boundary from *lolehaehae* to *Poopuaa*, a hill below, then to *Puukalepa*, at Kaula gulch. I know *Lahohinu* on *Humuula*, near the road, a small road, the Government road is above that” (Volume D:56).

In this historical collection, we look at several primary routes, most, if not all of which were based upon traditional *ala hele*. Subsequent to the 1840s, the same trails were modified into the system of *Alanui Aupuni*, thus being constructed in conformance with the then accepted practices of road development. The primary *ala hele* and *Alanui Aupuni* include: the Hilo-Kalai’eha-Waimea route; the Hilo-Kula’imano-Makahalanaloa-Mānā-Waimea route; and the *mauka* Waimea-Kona route, passing from Keauhou, by Ahu a ‘Umi, Nā’ōhule’elua, Nāpu’ukulua, to Pu’u Koko on the Pōhakuloa-Ka’ohe flats, and connecting with the Hilo-Waimea road.

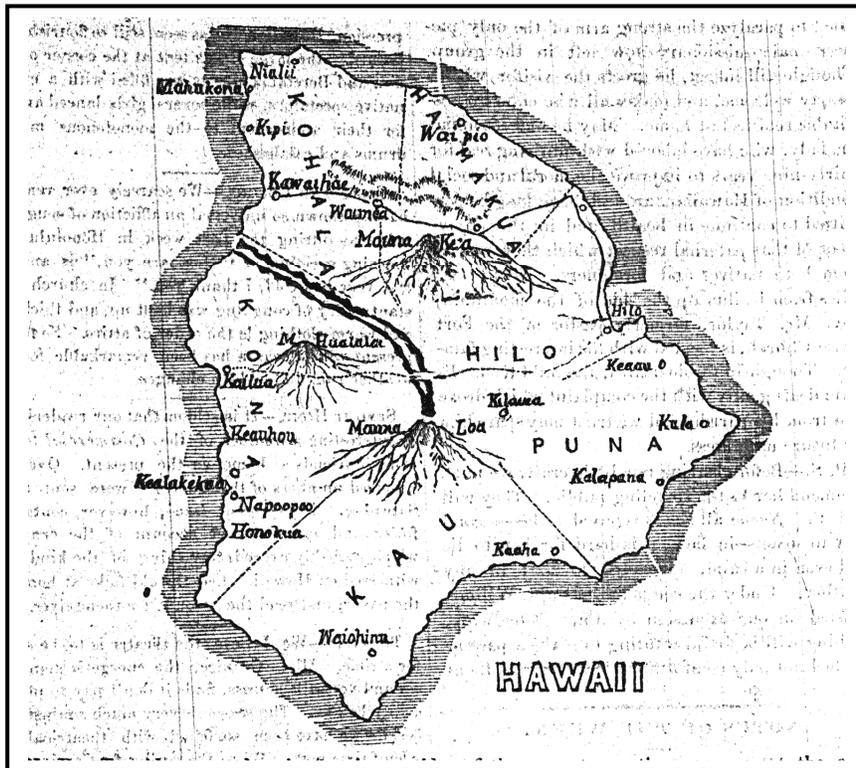
It will be noted below, that formal surveys of the Hilo-Kalai’eha-Waimea government road via Waiki’i (the early Saddle Road) were begun in 1862. The Kalai’eha-Waiki’i alignment remained basically the same until after the outbreak of World War II, and the paving of the “Saddle Road” in the 1940s. In the area from Kilohana (on the north side of the present-day Girl Scout Camp) to Waiki’i proper, the route is almost as it was finally laid out in 1869 (overlying one of the ancient trails through the area), except for widening. Near the Pu’u Māhaelua-Keanahuehue vicinity, the old route cuts across the Pā Kila-Pā ‘A’ali’i Paddocks and out past Pu’u Heihei and Holoholokū; while the present-day road cuts down to Pu’u Nohonaohae. The latter route was established around 1902, coinciding with the construction of the Waimea-Kona road.

The Kalai’eha-Hilo section of the route remained basically as constructed in 1869, but because of the dense forest vegetation—extending up to about the present-day 18 mile marker—and the difficulty encountered in traveling through the region, the route received little maintenance and use by travelers other than those on foot or horseback, generally on their way to one of the ranch stations or the summit of Mauna Kea. Portions of the 1869 alignment are still visible on the 1855 lava flow between the 19 to 21 mile markers.

The Waimea-Mānā-Kula’imano-Hilo route along the upper forest line of Hāmākua and Hilo, was developed in 1854, with subsequent modifications in 1877, and again in the 1890s, as a part of the Humu’ula Sheep Station operation. Further modifications to the Kalai’eha Keanakolu-Mānā route were made as a part of the tenure of Parker Ranch-Humu’ula Sheep Station, the Civilian Conservation Corps (CCC), and Territorial Forestry tenure of the land.

The great land resources of Humu’ula, Ka’ohe and the neighboring mountain lands were early determined to be important to the development of ranching interests on Hawai’i. Thus, while in most locations roads were improved through populated areas, on the mountain lands old trails were modified or realigned to improve access to large tracts of Crown and Government lands. Construction on the *Alanui Aupuni* from coastal Kona to the saddle lands was actually begun in 1834, and stopped. Then in 1849, it was begun again, with ten miles of the road, completed by 1850. The route was cut off by the lava flow of 1859, and all but abandoned by public use; though it remained in use by ranchers and those traveling between Kona, the saddle region, and Waimea until the early 1900s.

The earliest map found, depicting trails across the mountain lands between Waimea, Humu’ula, and the coastal lands of Hilo was published in the *Pacific Commercial Advertiser* in 1859 (*Figure 33*). The map depicts two routes around Mauna Kea—the first, indicated as a solid line (a more significant route), extends from Kawaihae to Waimea, into Hāmākua, along the forest to Kula’imano, and then along the coast to Hilo Bay; a branch also continues along the forest to the Laumai’a vicinity. The second route, indicated by a dotted line, extends from Waimea, along the base of Mauna Kea to the Humu’ula-Kalai’eha vicinity. A third route is also depicted as a dotted line, out of Kailua, through the saddle between Hualālai and Mauna Loa, to the 1859 lava flow, and then across the saddle between Mauna Loa and Mauna Kea, down to Hilo.



**Figure 33. Roads and Trails of the Hawai'i Island Mountain Lands  
(Pacific Commercial Advertiser, February 17, 1859)**

One facet of travel that is not described in great detail in written communications, is that which tells us of the mountain trails, known as *ala pi'i uka*, *ala pi'i mauna*. The ancient trails, the subsequent mountain roads, and those of ranching operations through the 1800s, have been partially described in narratives cited in this volume. Selected historical accounts, particularly those recorded by surveyors, who also mapped out some of the trails, and oral history interviews with elder *kama'āina*, provide us with important documentation pertaining to the *ala pi'i uka* on the landscape of Humu'ula, Ka'ōhe, Pi'ihonua, Waiākea and the *'āina mauna*. Through such historical accounts, we find documentation pertaining to several *ala pi'i uka*. These include, but are not limited to the:

- Kalai'eha-Waiiau Trail (SIHP No. to be assigned);***
- Hilo-Humu'ula-Waimea Trail and Cart Road (SIHP No. 50-10-32-21150);***
- Hilo-Pu'u 'Ō'ō-Kaupakuhale-Waiiau Trail (SIHP No. 50-10-33-20878);***
- Waipunalei-Laupāhoehoe-'Umikoa-Mauna Kea Trail (SIHP No. to be assigned);***
- Kūka'iau-'Umikoa-Mauna Kea Trail (SIHP No. to be assigned);***
- Kemole-Pu'u Lā'au-Nanahu-Waiiau Trail (SIHP No. to be assigned);***
- Keanakāko'i Trail – encircling a portion of Mauna Kea (SIHP No. to be assigned);***
- Pu'u 'Ō'ō-'Āina Hou-Keauhou-Volcano Trail (SIHP No. 50-10-33-10309)***
- The Pu'u Koko-Nā'ōhele'elua-Kona Trail (SIHP No. to be assigned)***

Further details, including cartographic references, pertaining to these trails are found in several sections of this study.

### ***Trails and Roads Developed on the Mountain Lands Under Kingdom Programs***

In addition to the accounts cited earlier in this study, which described travel across the *'āina mauna*, and to the summit of Mauna Kea, we find a number of letters from government collections that describe the Kingdoms' program of road development. The following communications, are among those found in the collection of the Hawaii State Archives (HSA), that describe trails and roads of the mountain lands.

**April 1850**

**Report of the Minister of Interior for the Years of 1848 & 1849**

**(Reports on Status of Kona to Hilo Mountain Road – Judd Road):**

...A Mountain Road is being constructed on the Island of Hawaii, from the District of Kona to that of Hilo. This is a great and important work, and the Prisoners on that Island have been employed upon it. It is said that about 10 miles of the road are completed. Should this Road be finished, it will be of immense advantage to the People of the Island, and greatly facilitate the business of the Government. But work of such magnitude must require time... [HSA – Interior Department, Misc. Box 141]

**Kailua, Hawaii**

**May 15, 1851**

**Isaac Y. Davis; to Keoni Ana:**

...On the 12<sup>th</sup> day of May past, however, I went up to inspect *the Mountain Road* which S. Haanio is building with the prisoners, began the ascent from where it starts to where they are now working, the road has nearly reached **Ahuaumi**, there is about 2 miles more before it reaches there. It has been built properly, S. Haanio has been fast building the road and it is good too, Kinimaka was very slow. You will praise the road too, and everything you will see... [HSA ID Misc. Box 144]

**Kaupakuea, Hilo, Hawaii**

**December 14, 1854**

**Contract to Construct Waimea-Kulaimano Road**

**(via the Hamakua Mountain lands)**

**between T. Metcalf, Superintendent of Public Works,  
and Jno. Van Houghten**

...It is hereby agreed between John Van Houghten of the Island of Hawaii, and T. Metcalf, Superintendent of Public Work on the part of the Hawaiian Government. That said, John Van Houghten shall superintend the *construction of a road from Waimea to the present Aupuni Road in or near Kulaimano kai, Hilo. Said road to take the shortest and most eligible course through the mountain i.e. by the way of Hanaipoi, Puu Kalepa crossing the clinkers as high up as practicable, then through Nauhi to Palauolelo or thereabouts, selecting the most practicable starting point at the upper edge of woods. Then cutting to clearing out a road sixty feet wide down through woods to said Kulaimano kai. Said road to be prosecuted to completion with the utmost diligence and to be left in a condition practicable for carts or carriages to pass over its entire length.* Said Van Houghten is to make and perfect all contracts for labor, provisions &c. necessary, and pay for the same at the most reasonable rates in wild bullocks now running in the region of **Maunakea**, and he shall render a strict account of the same to the Superintendent of Public Works. The above work is to be executed to the entire satisfaction of the Superintendent of Public Works and for the faithful performance of which the said Superintendent of Public Works for as on the part of the Hawaiian Government hereby agrees to pay to said John Van Houghten or his representative five hundred wild bullocks above mentioned. The same to be caught and delivered at the expense of said Van Houghten.

In witness whereof we have hereunto set our hands this 14<sup>th</sup> day of December A.D. 1854, at Kaupakuea, Hilo, Hawaii... [HSA, Misc. Public Works, DAGS 7 Box 35; Fldr. 6]

**December 22, 1856**

**R.A.S. Wood, Superintendent Bureau of Public Works;  
to R.C. Wyllie, Minister at War and Public Works  
(Regarding payment for work on Mountain Road between Waimea  
and Kulaimano, Hilo):**

I beg to state for your information and guidance in settling the claim of Mr. John Van Houghten for *the Mountain Road*, Hawaii, that 500 Wild Bullock was sold on the 3<sup>rd</sup> day Dec. to Mr. Bryan, for the sum of \$500. which price was considered fair. Mr. Metcalf accounted to me for that amount, after deducting \$360. 25/100 paid to Mr. Van Houghten, the balance was paid by Mr. M. in *ohea* [*ohia*] Lumber to this department – April 4<sup>th</sup>, 1856. [HSA – Public Works; DAGS 7, Box 35, Folder 6]

**Honolulu, Oahu**

**December 22, 1856**

**John Van Houghten; to Superintendent of Public Works:**

...I beg leave to lay before you a statement of my claim for the information of His Excellency R.C. Wyllie for my services in forming the Mountain Road at Hawaii.

*On the 14<sup>th</sup> day of December 1854 I entered into a contract with Mr. T. Metcalf, late Superintendent of Public Works, for the Superintendent for the construction of a road from Waimea to the present Aupuni road in or near **Kulaimano Kai**, Hilo and to make and perfect all contracts for labor, provisions, necessary, and pay for the same at the most reasonable rates in wild bullock now running in the region of **Maunakea**, and he shall render a strict account of the same to the Superintendent of Public Works for the time being—and for the due performance of the said work to the satisfaction of the Superintendent of Public Works. I was to receive Five Hundred Wild Bullock to be caught and delivered at my own expense. I proceeded with the making of the said road for six months until stopped by you in a letter dated 2<sup>nd</sup> August, 1855. I now claim from the Hawaiian Government for money expended on the said road the sum of \$468.75 as per furnished and herewith enclosed from which sum I have deducted the sum of \$360.25 in cash and goods received from the hands of Mr. T. Metcalf and which leaves a balance in my favor from the Government the sum of \$108.50, besides 300 Bullock which is the number I claim in proportion for the work I have completed out of the 500 as per Agreement if the road had been entirely completed. I beg further to state that there is due to the natives for their labor the number of 188 Bullocks which they hold me responsible. I therefore urge upon you to lay this before His Excellency at your earliest convenience as I am now being delayed in Honolulu until this matter is arranged.*

Comments by T. Metcalf:

I believe the amount claimed above by J. Van Houghten on his contract for superintending the Kawaihae to Hilo road to be fair & just... [HSA, Public Works DAGS 7 Box 35 Fldr 6]

**December 24, 1856**

**R.A.S. Wood, Superintendent Bureau of Public Works;  
to R.C. Wyllie, Minister at War and Public Works  
(Regarding payment in bullocks, for work on Mountain Road between Waimea  
and Kulaimano, Hilo):**

...Please pay to John Van Houghten on his order, Five Hundred & eighty eight wild bullock now running in the region of Maunakea, to be caught at his own expense, being the amount awarded on account of his contract for making new mountain road as follows, viz.:

	300	according to voucher No. 1. on Contract.
	100	according to voucher No. 2. on account.
	188	according to voucher No. 3. due to Natives.
Total	588.	

And charge the same to the appropriations of 1854, viz., \$2000 payable in Wild Bullock for making Mountain Road from Waimea to Hilo... [HSA – Public Works; DAGS 7, Box 35, Folder 6]

**April 17, 1862**

**Samuel Wiltse, Government Surveyor;**

**to Lot Kamehameha, Minister of the Interior**

**(Regarding development of the Kawaihae–Waimea–Hilo Mountain Road, via Waikoloa and Waikii):**

*...In accordance with your Highness' request, I proceeded to examine the proposed route for a Govt. Road, commencing at Kawaihae and passing through Waimea, thence in a South East direction **crossing the plains of Puukapu and Waikoloa, to the S. West base of Maunakea.** Thence along the S.W. and South base of this mountain to the plains of **Kaihea [Kalaieha], and to Hilo.***

Mr. Reed, Road Supervisor of Hilo has passed over the entire route, or rather somewhere along the general course of the route, and you are doubtless in receipt of his report. I met Mr. R. at **Kalihae [Kalaieha]**, where we compared notes. I was then satisfied that a shorter and better route could be found than the one which he had explored. Examinations which I have since made confirmed that opinion. And I have no doubt but when the road shall be located by actual Survey, that many improvements will still be made. The distances which I shall give will be found very nearly correct, as I have taken observations between prominent points along the route from Kawaihae to Waimea, distance 10 miles; there is already a passable wagon road. This is by far the most important section of the proposed road. It is traveled present and probably always will be, by more heavy teams than any other road on this Island. I would recommend that one thousand dollars in addition to the District labour should be expended on this section of the road.

*From **Waimea to Kalaihae [Kalaieha]**, distance of 30 miles. There is a good surface and easy grades nearly all of the way. If prison labour is employed \$500.00 expended will build a good wagon road to this point.*

*From **Kalaihae [Kalaieha] to Hilo**, I take for granted that a good horse road is all that is contemplate at present. This is the most difficult part of the route, as the road will require to be built over an uneven surface of lava for the distance of about 18 miles. I estimate that one man will be able to build 10 ft. of this part of the road per day, bad weather and necessary loss of time included.*

Distance in feet 9540; days labour 9504; 11083 days rations, which will cost 15 cents per day per man which amounts to \$1662.45.

*The next three miles take us through the forest, nearly all of this section will require to be ditched, and the road built of logs & covered with fern roots. Timber of a suitable size can be had in abundance.*

I estimate that one man will average 10 feet of this part of the road per day; requiring 1584 days labour. Cost for board, \$237.60.

From the lower edge of the forest to Hilo, distance 4 miles will cost, say \$400.00 all told.

Distance from Kawaihae to Hilo by this route, about 65 miles, saving in distance over the old road 15 miles.

Cost to build this Road.

From Kawaihae to Waimea,	\$1000.00
<b>From Waimea to Kalaiha [Kalaieha].</b>	500.00
<b>From Kalaiha to Hilo.</b>	2300.00
Tools and Shelter for the entire rout	1000.00
Overseers.	500.00
Surveying and locating.	300.00
Incidental Say	300.00
Total Cost	5900.00

I believe that the road can be built for this amount and when once built will require but little repairing for the future... [HSA, Interior Department Roads, Box 37, Fldr. 2]

**Hamakua, Hawaii**

**July 5, 1865**

**S.C. Wiltse. to H.A. Wideman:**

...Mr. Charles Wall who leases and occupies the *mauka* part of the Govt. land "Honuaua" in Kona, begs that your Department would grant him leave to work out his Road Tax, on what is known as *the Doct. Jud [Judd] Road*. Mr. W. has a Sheep Station above the forest 8 mls. from any settlement, and about that distance from any Road that is now worked. The Doct. Jud Road is the one that he travels to and from the Settlement, it is also traveled by most people going to and from Waimea as it is by many mls. the shortest route, no work has been done on said road since it was first built. Mr. Wall has two natives in his employ and would be glad if they could be allowed to work out their tax on said road likewise. Mr. Wall will be much obliged if you will write to him upon this subject. Direct to Kailua Kona.

I wrote some time since to Mr. Spencer in reference to the leasing the *mauka* part of the govt. lands Makaloa 1<sup>st</sup> & 2<sup>nd</sup> in Kohala, but as yet have received no answer.

I should have seen Mr. L. myself but for some time I have been confined by lameness. He should be required to pay the rent on said lands from the date of the survey at least, as he had the run of them some time previous to its being surveyed, and up to the present time. I will however ascertain as soon as I can whether they have leased them or intend doing so...[HSA ID Roads Fldr 3]

**1866**

**D.H. Hitchcock; to Hutchinson**

**(Regarding proposed route of Mountain Road from Hilo to Kalaieha, and Waimea; see Figure 34):**

...Since writing you last on the subject of *the Mountain Road* I have seen Governor Dominis, on the matter. From what I learn from him, I am led to think that Mr. Wiltse, has not said anything to your Ex. about there being a *shorter route through the woods to the lava flow* than the one he surveyed. The flow in its nearest point to Hilo. I don't think is over 5 ½ miles, maybe 6. That is directly above **Kaumana** some two miles to the South of Mr. W's survey. That is the route always traveled by parties going up to visit the flow. I myself have been over it several times. I don't think it is over 1 ¾ miles perhaps two, through the woods. Not a single stream to cross in the woods & on the whole, I think

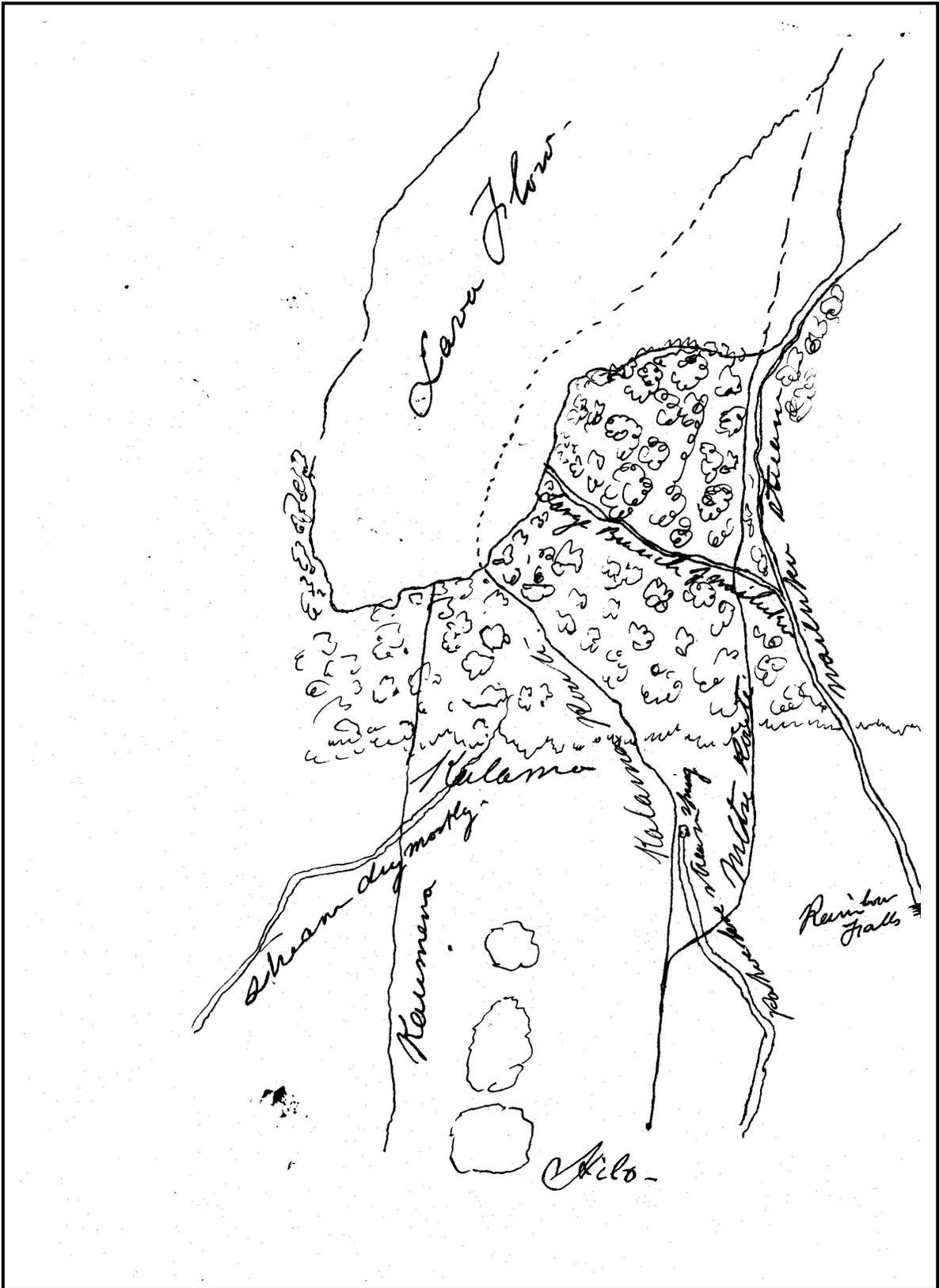


Figure 34. Sketch of proposed Route of Mountain Road from Hilo Town, Towards Kalai'eha (D.H. Hitchcock, 1866)

easier to make than Mr. W's. From Hilo to the woods can't be much if any further & the route from town to the roads in the whole distance over the *Pahoehoe* & not over mud as the other route.

It has been several years since I went on the road through the woods, but from my recollection of it there is more rock & easier to be got at, wherewith to make a road bed.

I don't think it could lengthen the road over half a mile on the flow. But every half mile of road saved in the woods is great gain, as it will be harder work to maintain a passable road through the woods than anywhere on the whole road.

I have spoken with Mr. Coan and others in reference to the matter & they all say, "take the Kalama route." Mr. Coan calls the flow by that route only 5 miles from town but I think he is mistaken. Horses have frequently been up that way to the flow. The road now is entirely grown over.

I do not write this in any ones particular interest, but because I think you ought to know that there is another route than the one Mr. W. surveyed & one fully as feasible & one which I think can be built, on the whole, at less expense. Mr. W's route is, I know the nearest in a straight line, but that is not always the nearest in reality. I think the one matter of Bridges alone sufficient to make a change.

It may be possible that a small 12 foot bridge may be necessary on the Kalama route to pass a hollow where when there are heavy rains there is a small stream but no 60 foot bridge, always rotting out & hard to keep in repair. The Flow covered over the stream that's in Mr. W's survey, requires to be bridged.

As for the work I'd rather take the Wiltze's route, as of course more money can be made on making 3 miles of Wood Road than two, but, as for the cheapness of getting the road done, I do not hesitate to say the Kalama route is the best.

I do not think of any thing more to write at present on the matter. Only to say that if Mr. W. could come again & survey this route, all doubts as to the length would be set at rest... If Mr. W. did not wish to come back to do that work, I can do it for you. [HSA – ID Roads, Hawaii, Folder 5]

**June 16, 1869**

**S.C. Wiltse; to F.W. Hutchinson, Minister of the Interior**

**(Regarding Survey of new road from Waimea to Hilo, via Holokawai**

**– Hamakua Route):**

...Your letter dated June the 7<sup>th</sup> did not reach me in time to return an answer by the last mail, by some mistake my letter was forwarded to Mr. Holmes in Kohala & his letter sent to me.

*You wish me to estimate the cost of surveying a route for a Road, from a point known as "Holokawai" on the mauka Hamakua Road to Hilo, by the Mountain road.*

*I beg to say that so little is known about the last 20 mls. of this rout, that it would be impossible for me, or any one, to estimate the cost for exploring and selecting the best rout for a Road for that part of the one proposed.*

In common with everybody here, I am very anxious to see a Road opened from Waimea to Hilo by the mountain rout & will do the exploring & locating as cheap as it can possibly be done.

I am presently willing to leave it to your Excellency to say what it is worth after the work is done.

*I would respectfully say, that there is already a good, natural road from **Waimea** to a point known as "**Kalaeha**" [Kalaieha] on the S.E. side of **Mauna Kea**. Distance about 35 mls. This rout is along the southern base of the mountain. Kalaeha is about 22 mls. from Hilo Bay on a direct line. When the road for this 22 mls. is built the whole rout will be opened from Kawaihae to Hilo.*

*This rout is so much shorter & better everyway than the one by Holokawai around the northern base of the mountain, that there are hardly to be compared and Mr. Spencer should have told you so.*

Should your Exel. decide to have me undertake this work I will be much obliged if you would advance me \$50. to pay expenses with, as I have not funds enough on hand of my own to do it... [HSA, ID Roads, Fldr. 5]

**Waimea, Hawaii**

**June 19<sup>th</sup>, 1869**

**S.C. Wiltse, Surveyor;**

**to F.W. Hutchison, Minister of the Interior**

**(Regarding the route of the Waimea-Hilo Road, via Kalaieha):**

...Your note dated Hilo, June 11<sup>th</sup>, is at hand.

The people of Hilo informed your Excel. correctly with regard to the merits of this new route for the proposed Road from here to Hilo. *The one around the south & S.E. base of the mountains is the best every way.*

*I propose to commence my explanations from a point known as "**Kalaeha**" [Kalaieha] on the S.E. side of the Mountain and follow the lava flow of 1854, as, far as it extends in the direction of Hilo. (This I now think is the best rout for the road.) I will next see if a rout that is practicable can be got through the forest. If either of these should prove practicable for a Road, I could then proceed to make a partial survey of the two routs is from the mauka side of the Hilo forest to Waimea & a careful report on the same so that your Excellency can decide on their merits... [HSA ID Roads Fldr 5]*

**Waimea, Hawaii**

**August 2, 1869**

**S.C. Wiltse. to Minister of Interior [Figure 35a & 35b]**

**(Regarding Proposed Route of the Hilo-Waimea Mountain Road):**

With this, please to receive my report survey re – of a Rout for a Road from Hilo to Waimea in South Kohala. I drew the Plan on cap paper with the intention of copying it, but I found that I had not time to do so, and forward it by this mail. Should your Excellency wish it drawn on better paper, I will do it some other time.

The expenses amount to more than I expected, but they were unavoidable. I used every economy possible.

I received no assistance whatever from the People of Hilo or Waimea.

For my own Service, I will be perfectly satisfied with whatever amount your Excellency may be pleased to allow me, I will be greatly obliged if your Excellency can make it convenient, to let me have some money, by the return mail, as I have been compelled to borrow money to help me through...





Expenses of Surveying a Rout for a Road from Hilo Bay, to Waimea in South Kohala. As made in July 1869 by S.C. Wiltse.

To B. Macy Chainman 13 days	13.00
To G. Kembal Chainman 13 days	13.00
To Kekekawai Kaamina 13 days	13.00
To Kamalo Kaamina 9 days	9.00
To Kailihakuma Paeku 8 days	8.00
To Kahooikaika Paeku 8 days	8.00
To Kahooikaika for 2 Pack Mules 2 days	3.00
To Kauloa for taking our horses from Hilo back to Waimea	5.00
To board of 5 men in Hilo 2 days	5.00
To Kauailana, self horse & mule 6 days	10.00
Outfit & Provisions for the Sup	16.00
Total Expense	\$103.00
Cash received on a/c of	\$ 50.00
Bal Due	\$ 53.00

[HSA, ID Roads, Fldr. 5]

**Honolulu, Oahu**

**September 14<sup>th</sup>, 1869**

**Robert Stirling; to S.C. Wiltse Esqr.:**

**(Regarding Proposed Route of the Hilo-Waimea Mountain Road):**

...I am instructed by His Excellency the Minister of the Interior to acknowledge receipt of your favor of July 31<sup>st</sup> accompanied by the Plan & survey of the proposed new road from Waimea to Hilo, and to explain that he would have answered your letter sooner had it not been that *His Majesty who takes a lively interest in the formation of this road wished to have your report &c submitted to him, and to have time to study it before coming to any determination on the subject.* I may also say that it would have been answered 10 days ago but that the "Marilda" (our only means of Communication with Kawaihae) has been under repair for some time.

His Excellency is highly satisfied with your work in this matter & desires me to inform you that you may draw upon him for the sum of two hundred (\$200) dollars as compensation for your labour. You may perhaps not be able to find any one who wants this sum in Honolulu, in which case I beg you will advise me, and I shall have it sent to Mr. Chillingworth in Kawaihae, where you can call for it without much trouble.

*His Excellency also requests me to inform you that although at present he cannot find funds to carry the road through, he is still desirous to make a beginning, in the hope of being able to complete it after the next meeting of the Legislature, and with this expectation he requests that you will endeavour to find out some one who is willing to undertake to make that section of the road, say from Hilo to the upper edge of the bush, (a distance of 7 miles), on the terms of your estimate. You are of course in a position to know better than any one what sort of road, or rather what construction would be best for this road, all H.F. desires at present is a solid and dry path, upon which two horsemen can pass each other conveniently, say 7 or 8 ft. wide, and from our experience on other portions of your Island I should think there would be no difficulty in getting such a road made, within the figures of your estimate. Please therefore to make inquiries on this subject and advise His Excellency at your earliest convenience. Of course you must specify to a nicety the class of road that is to be built.*

His Majesty the King and H.E. the Minister of the Interior both take a deep interest in the carrying out of this project, and I trust you will be able to further their desires on

reasonable terms, as there can be no doubt that if this road were made it would be of immense services...[HSA ID Letter Book 9]

**Hilo, Hawaii**

**October 11, 1869**

**D.H. Hitchcock; to S.C. Wiltse:**

**(Regarding Hilo Forest Section of Hilo-Waimea Mountain Road):**

...Mr. Wiltse on last Saturday requested me to go up through the woods on the route proposed by him for **the New Mountain Road**, & examine the route & the practicability of the road. I went up with my Brother H. Rexford, & we both carefully examined the proposed route. *It lays for the most part near the old Saw Mill road & through an Ohia & Koa forest.* The undergrowth is very heavy in most places. The soil is apparently not very deep, as stones crop out presently on the route. One or two swamps lay in the route, but which I think might be gone around. Only two hills or steep pitches are found inside the woods. It is for the most part a gentle rise. One long bridge from 40 to 60 feet will be necessary over a branch of the Wailuku. A ford will not be passable only a low water. No material, as I came to find in the woods, presents itself to make a good road with. The best to be had is the Fern stump—Sand & gravel can be had from the Wailuku river bed, but it will cost a good deal to get it out & on to the road. A large deposit of sand & gravel are to be found just in the upper edge of the woods along side the lava flow, and I think that there is little doubt, but that more is to be found lower down on the river & not very far from the road. So as to the practicability of the route I would say that a really good road can be made through the woods by this Route.

*As to the road from Town to the woods* it will need a good deal of marking especially on the upper half. I will enclose a draft of the Route surveyed by Mr. W. I also add to it some changes in the Route, as suggested by myself from previous knowledge of the route.

I can not estimate the cost of a road through the woods such as you may wish but would say, that it is the opinion of myself & Brothers that a Road through the Hilo bush, ought to be as follows. The road to run through a cleared space of 100 feet in width. The road 20 feet wide to be ditched each side & rounded up. The Road way to be 8 feet wide & either ferned with heavy long Ferns or sanded heavily. The cost of a Road built thus we estimate, (if ferned & not sanded) will be not less than \$2,500 per mile— The clearing of the 100 feet swath through there woods is in itself a heavy job. We however would be unwilling to call this a final estimate until further examination of the wooded route. From our own knowledge of what it takes to clear land we feel assured that 50 men will not be able to cut & clear off a swath through the woods 100 feet wide & a mile in length, cutting down & remaining the large trees under 18 or 20 days & that would not be one half the labor but nearly so our estimate.

I think that the road through the woods will cost not less than 8,000 together with a good substantial Bridge & the road way ferned at that. The Road this side to town can be done well for \$ 1200 per mile, i.e. a horse road.

*I think that the road through to Waimea & Kona practicable & one that is much needed by the whole island. I have personally examined the route & over the lava Flow a good road can be constructed.*

The want of Labor is the great obstacle. Could the prisoners be put on work to the number of 40 or 50 under the management of one able man. That I think would be the cheapest method to get the road through.

In order to get native labor one will have to pay \$12 to 18 per month & board, in order to induce them to work on the road.

As I think of nothing more now I will close saying that anything I can do to assist in this matter I will willingly do, and hope that your Excellency will feel perfectly at liberty to call on me for information or assistance in this matter... [HSA – ID, Roads, Hawaii Fldr. 5]

**Hilo, Hawaii**

**October 12, 1869**

**S.C. Wiltse. to F.W. Hutchison**

**(Regarding Proposed Route of the Hilo-Waimea Mountain Road; and plans for Section of road in Hilo Forest Lands):**

...Under date of the 14<sup>th</sup> ult: I had the pleasure of receiving from Mr. Sterling a communication with reference to the projected road, through the woods, from this post to Waimea. As suggested by that gentleman, that I should do, I have made inquiries—with the view of getting parties to render estimates of the cost completing that portion of the road from here to the upper edge of the woods — and, to enable me to do so the more effectually. I have come over here myself, for that purpose, as well as to make a new and more thorough investigation of the said route, which I have now done, within the first few days in company with the Messrs. D.H. and H.R. Hitchcocks, as well as with Mr. Chesebro, who came over with me from Hamakua, which gentlemen will, at an early date—if they have not already done so—render you their own ideas and estimates.

Annexed here with, I also beg to hand you my own ideas of a Road which it might be expedient to construct.

After referring you to my estimates which I had the honor of submitting to your Excellency some few weeks ago, I would now beg to state that after a very careful review of the whole matter, I have no reasons for changing my then expressed views. Still it may be possible that I have somewhat under estimated the probable cost, though I hardly think materially so.

The Messrs. Hitchcocks, however, seem to think that my calculations are altogether too low in figures, and such opinion also appears to be entertained by some other parties here, at the same time opinions widely differ, as other parties more nearly coincide with my views.

Mr. H.R. Hitchcock, since his return from Honolulu a few days ago, informed me that he had heard a report in that City to the effect that I had already began to feel a little “Shaky” with regard to the practicability of the route as well as my estimates &c. All this however, entirely foreign news to me; as I have not had occasion nor have I ever to any one expressed any such opinion.

I could wish, for your Excellency’s satisfaction, that it mite be convenient for Mr. Sterling to come up and take a survey of the road &c. Should it not however, be possible for him to do so, I will—should you desire, it—do myself the honor of paying you a visit in person; when I could explain matters in detail, and much more explicitly than it is possible for me to do in writing.

To parties and settlers here, who really seem to have the welfare of this Island in view, I would beg to say that the projected road is looked upon in no other light than one that cannot otherwise than contribute to most materially, and to the prosperity of the whole country.

Messrs. Hitchcocks, Chesebro & S. Kelii, will give you their ideas of the kind of road that should be built over the first (7) miles, extending from this place to the upper edge of the forest, and tender proposes for making the same. They are all thorough practical men, and have had more or less experience in road building, but I believe that either Chesebro, or Kipi, would make as good a road as Mr. Hitchcocks', and for a good deal less money, rather of them can command all the labour necessary would superintend the work in person & am willing to work for much less pay.

I am satisfied that neither of these gentlemen would have contracted to have built this section of the road, for considerable less than this tender, had they not been frightened by extravagant estimates of what it would cost, made by some prominent men in this place who are opposed to this road.

Mr. D.H. Hitchcock says that if he undertakes to make this section of the road that it must be on their times that every days work per man must count him one dollar, or in other words, he must make one half of the amount of his contract clear. It is not to be wondered at that he is anxious to see the road made, if he can get the contract to build it on such terms.

The kind of road that I propose to build. From Hilo to the woods, distance (4 mls.) there is a uniform gradual ascent, over an old formation of *Pahoehoe*. The first half of this distance (or nearly so) is covered with soil from 1 to 2 feet in depth, here I propose to make a road 8 ft. wide, well ditched & drained, the tract to be in an oval shape, the center to be 2 ft. higher than the bottom of the ditches. Two small bridges of 10 or 12 ft. span, will be required on this part continuing the road the same width over the *Pahoehoe* to be leveled with earth and rocks covered with fern.

It appears to me that 20 men can build this piece of road (4 mls.) in five months time very easily. I should think that prison labour, under a good overseer could be employed here to advantage.

Through the woods three miles in distance, I propose to open a space 100 feet in width, all the tree tops and brush to be cleared from this opening. Road to be 12 feet wide with 4 ft ditches on either side, with covered drains sufficiently often, so as to keep the tract in good traveling condition at all times.

Where the ground is swampy, or inclined to be soft I propose to build the road with *Ohia* logs, to be fitted close together well imbedded in the soil and covered with *iii* (a species of *hapu*) not less than 1 ft. in diameter, the whole land to be covered with earth not less than one foot in depth. This kind of a road, I am satisfied would last good for many years, and when repairs were required, an abundance of the same material is at hand to do it with.

A bridge of 60 feet span will be required across the "*Hopau*" creek, this can be built of *Ohia* timber & planks, cut upon the ground, and should not cost to exceed \$600.

I do not know what stile of a road may be proposed by parties who have examined the rout, and reported to your Excellency, but I trust that the best will be adopted without respect to persons; of one thing I am positive that is, that I have selected the best rout for the road that can be found.

I shall be in Waimea on the 15<sup>th</sup> inst. Where I propose to remain, until I hear further from your Excellency upon this subject.

I feel a deep interest in this success on this project, and am ready and willing to do all in my power to forward it... [HSA – Public Works, DAGS 7 Box 36 Fldr. 2]

**Hilo, Hawaii**

**October 12, 1869**

**Joseph L. Chesebro; to Minister of Interior**

**(Regarding Hilo Forest Section of Hilo-Waimea Mountain Road):**

...I have been With Mr. Wiltse to Hilo after that section of the proposed route for a road from Hilo to Waimea stretching from Hilo to the upper edge of the bush and now feel prepared to make the following proposal to build the Said road from Hilo to the bush, 4 miles including three bridges, the road to be 8 ft. Wide, to be ditched on both sides, where practicable to be built With the best material at hand, \$2000 to build the Said road though the 3 miles as follows: to clear a shape 100 ft wide to build the track 12 ft Wide With the best Material at hand, *ohia* timber ferns *Hapu & ii* to be covered with earth say from 10 to 12 inches. With a ditch on both sides say 4 ft Wide. With all necessary drainage including a bridge over the **Hopou gulch** about 60 ft span the bridge to be built with timber but on the ground.

If his Excellency should be fit to give me the Contract I Will do the Work in a Workman like manner for 5000. or including the full Seven miles for Seven thousand dollars finding my own tools, & Commence directly after signing Articles. I Should Come to Honolulu to get my tools then I Could Explain more fully on the Subject... [HSA – Misc. Public Works, DAGS 7 Box 36 Fldr. 2]

**Hilo, Hawaii**

**October 28, 1869**

**R.A. Lyman. to F.W. Hutchinson**

**(Regarding Hilo Forest Section of Hilo-Waimea Mountain Road):**

...I have been looking at Mr. Hitchcocks plan of the three roads to the lava flow. I have been over the Wiltse route & the Kalama route a great many times, during the lava flow of 1855 and once over the Kaumana route. And I think that the best road can be made by the Kalama route. Parties used to ride up the lava flow every week, for several months, as there was less deep mud that way than on the other roads and the lava of old flows comes nearer the surface than on the Wiltse route. The lava flow comes nearer town on that side than on the other side of the flow. And you can go from town here to the woods at Kalama, without having to crop half a dozen streams, and do not crop the large branch of the Wailuku in the woods.

I think that there is only one place on the road, that would ever need a bridge and that would not have to be a large one.

*The natives that guided Mr. Wiltse through the woods came to me several times, to try and get me to promise not to tell Mr. W. about the Kalama road, as they said that they wished to have the road go direct to the old saw mill on the Wailuku and not by way of Kalama, & up the lava flow. I told Mr. W. all about the different roads, and he said that he should go up the Kalama road. But after he left here the guides persuaded him to go the other way. It will be very difficult to get lumber in the woods for the 60 feet bridge across the branch of Wailuku, & very expensive. I have been through the woods from the Kaaumana side of the flow to the Wailuku side.*

I write now as Gov. Dominis said that Your Excellency wished to know what I thought about the road. I am very anxious to see the road opened & to have it opened in the best place. And that can only be determined by having some competent person explore the different routes thoroughly, and go all over the lava flow, & pick out the best way up the stream. As in some places on the flow, the lava can be worked easier than in others. It is the general opinion here, that Judge H. would be the best person on Hawaii to explore, as he understands native, and is well acquainted with work in the woods. As he has made

several flumes in the woods & brought out the water from the gulches for the Plantations here.

I hope that you will pardon me for writing you about it, as I want to see the road made... [HSA – ID, Roads, Hawaii Fldr. 5]

**Hilo, Hawaii**

**December 22, 1869**

**D.H. Hitchcock. to F.W. Hutchinson:**

...The undersigned would respectfully make the following offer, as regards building the Mountain road from Hilo through the woods, the Kalama Route, as per Survey of D.H. Hitchcock reaching to the Lava Flow of 1856; a distance of about 6 <sup>3</sup>/<sub>4</sub> miles.

The road to commence at the head of Waianuenue St., and following the general line of the Survey, to build a good and substantial road 8 ft wide over the route to the woods, leveling down the irregularities of the rock & filling in the low & swampy places with Rock (not pounded up fine, but paved) & making one Bridge 12 ft long over the stream nearest Station No. 3 & for the sum of two thousand six hundred dollars (\$2,600). The Road through the woods to be built as follows.

1<sup>st</sup> To Cut down & trim up all the trees, Bushes & ferns (not carrying the same off the ground) for the space of 40 feet each side of the road way.

2<sup>nd</sup> To *Clear* a road way 20 feet wide of all trees, bushes & ferns between said 40 feet side clearings.

3<sup>rd</sup> To build a road of Fern or paved with Rock, or cleaned down to the bed rock & evened up, as may be found practicable the said road to be eight feet wide, and if ferned to be ferned in a good & trusty manner. The said road not to be drained, unless in swampy places & then only when practicable without going through rock. The price for the same to be (\$3,400) three thousand four hundred dollars.

The undersigned therefore are prepared to contract for the sum of \$6,000 to build the road as above specified, for the sum of six thousand dollars (\$6,000). The work to be done before the 1<sup>st</sup> day of January A.D. 1871. The terms of Layman subject to arrangement... [HSA – Misc. Public Works, DAGS 7 Box 36 Fldr. 2]

**Hilo**

**January 5, 1870**

**L. Kipi; to F.W. Hutchison**

**(Construction of the Mountain Road from the lava flow and forest into Hilo Town):**

I hereby inform you of my desire pertaining to the Mountain Road, from Kalama to the lava flow.

I have heard from S.H. Coney, that the distance from the Town of Hilo to the lava flow is five and three quarters (5 <sup>3</sup>/<sub>4</sub>) miles, perhaps so, or maybe not. But, if that is the distance, I can build it well for those 5 <sup>3</sup>/<sub>4</sub> miles of the road, just as described by R. Stirling at the time that he was in Hilo, for eight thousand six hundred dollars.

It will be:

First taking for the beginning, \$2,600.00.

Finishing the Road in the forest, till it is good, then taking again \$2,4000.00, to complete the miles below the forest to the Town of Hilo; and when it is approved, I shall receive the balance of \$3,6000.00... [HAS, ID Roads, Hawaii, Fldr. 6]

**Honolulu**

**January 10, 1870**

**J. Wilson & Benj. Macy; to Minister of the Interior**

**(Proposal to Construct Portion Hilo-Waimea Route; Hilo Forest Section – Via Kalaieha):**

Tender

For six and three quarter mile of the proposed Road from Hilo to Waimea via Kalaihea [Kalaieha].

*First Section*

From Hilo to the Busch four miles Road to be eight feet wide all grass and fern to be cleaned all low swampy places to be filled to an ordinary level and all high ridges to be thrown off, so as to make convenient traveling; and two bridges twelve feet span if required.

*Second Section*

One and three quarter miles through the bush, all timber and scrub to be cut a space of One Hundred feet wide, Twenty feet in the centre of that to be cleaned eight feet in the centre of that to be cross laid with fern or so filled as to make it at all times passable in such places as the cross layering and filling in may be required, and to give a good Drainage the whole distance that in no place shall the water be allowed to stand on the road.

*Third Section*

One and a quarter miles Lava flow to be a road eight feet wide to be filled in all low places to an ordinary level all high sharp ridges which cannot be avoided to be removed so as to admit of easy pass and all cracks and crevices to be properly filled for the full accomplishment, and performance of the Foregoing Described Work the undersigned will do the same for the sum of Thirty five Dollars with sufficient surety for completion of the contract... [HSA – Misc. Public Works, DAGS 7, Box 36, Fldr. 3]

**No date (post-dates preceding communications)**

**Report on Mountain Road, Hilo To Waimea**

**(Summary of proposals for construction of the Hilo-Waimea Mountain Road):**

...In July, 1869 Mr. Wiltse surveyed the whole route from Hilo to Waimea, making a distance of 53 ½ miles, as against 80 miles by way of Hamakua. He also formed an estimate of the cost of making a road by the route surveyed in the sum of \$12,300. He afterwards in October of that year went over the Hilo end of the proposed road accompanied by Messr. D.H. and H.R. Hitchcock, Mr. Kipi, & Mr. Chesebro, as intending officers for its construction, when he again wrote to your Excellency confirming his previous letter in every respect.—

In December, the above mentioned parties sent in Tenders for the Construction of the road to the lava flow of 1854, but all much in excess of the estimate:

Amt. of Mr. Chesebro's Tender	\$7000.
Amt. of Mr. Kipi Tender	6850.
Amt. of Hitchcock Bros. Tender	6000.
Amt. of Wilson & Macy Tender	3700.

In October Mr. D.H. Hitchcock wrote to recommend a different route from Hilo to the lava flow to that proposed by Wiltze, and your Excellency sent me up to go over both routes to see which would be most easily made & kept in repair. I went over both routes with Mr. Hitchcock & decided in favour of the route proposed by him. He then, at my request made

a survey and sketch of the route and the contract to build the road was given to Wilson & Macy for the sum of \$3700.—

*On the completion of the work I went up again to inspect it, and on this occasion I went over the whole route from Waimea to Hilo, and was so impressed with the difficulties in the way of constructing a practicable **road from Kalaieha to the forest above Hilo**, that had I seen it before, I would not have recommended attempting to make a road there. I reached the portion of the road already constructed, in a deluge of rain, & found almost the whole road to Hilo under water, with strong currents sweeping across the road every few yards carrying away the material with which it was constructed, fern trunks & stone indiscriminately, and I felt satisfied that under such conditions no road that was not paved with blocks of stone could stand. Mr. Hitchcock has reported that on this road, one small 12 ft. bridge might be necessary and I found at least 20 streams of as many feet wide each, and one of 50 to 60 ft. wide with a depth of water up to the middle of the saddle.*

It was said to be an unusually wet time in Hilo and that may have been the case, but still the road would have to be built to withstand such a time and only a road built of stone could do so.

#### New Bridges in the District of Hilo

March 1867.	New Bridge on Wailuku Stream	\$3800.00
March 1869.	New Bridge on Waiakea Stream	2050.00
March 1870.	New Bridge on Kolekole & Nanue Stream	1534.34
March 1871.	New Bridge on Kawainui Stream	935.38
Sept. 1871.	New Bridge on Kaiwilahilahi Stream	734.42
		\$9054.14

In addition to the above there was a bridge put up near Onomea, costing somewhere about 6 to \$700, but of which I have no record and cannot speak positively...[HSA ID Sub. File, Roads Hawaii Fldr 4]

#### **Honolulu**

**January 21<sup>st</sup>, 1870**

**Robert Stirling; to D.H. Hitchcock:**

...Your favor of 3d inst. only came to hand on the 19<sup>th</sup> per "Pauahi," which will account to you for not receiving an answer to it by the "Kate Lee" as you requested.

Your Bill for surveying, in the sum of \$80. has been paid to Messrs. H. Hackfeld & Co to your credit; as you desired. I shall be glad in future to put any surveying the department may require in your neighbourhood in your way, as it is satisfactory to be able to get a reliable survey when needed.

As regards the building of the new Mountain road His Excellency the Minister of the Interior desires me to inform you that John Wilson of Hamakua having offered to build that portion from Hilo to the Lava flow of 1855 for the sum of \$3500. and within 6 months from February 1<sup>st</sup> he has accepted his tender. The work will therefore be begun early in February, and I trust that a really serviceable road may be the result. — I expect to go to Waimea during next week to inspect the road now being built through "Mud Lane" by Mr. Wilson, when the final arrangements in connection with your road will be made. [HSA - ID Ltr. Bk. 9]

**Honolulu**  
**February 7<sup>th</sup>, 1870**

**Robert Stirling; to John Wilson**

**(Regarding Construction of Mountain Road from Hilo to Waimea):**

...By this opportunity, Mr. Gulick Chief Clerk of the Interior Department, sends to care of Mr. Spencer \$2400. for you, \$1200. for Balance of your Contract for the Aiku road, and an equal sum on a/c of advance on your Contract for the Mountain Road from Hilo to Waimea. I trust that by this time you have completed the Aiku road in the manner we talked of, and that you may soon be able to commence operations at Hilo.

In the Carrying out of this new contract, should there be any thing requiring explanation further than I have already given you, I beg that you will let me know at once, and I shall do all in my power to facilitate matters for you as well as to explain what may be required.-

Please to send by return the receipts Mr. Gulick asks for, and do not forget to have filled in to the contract &c the date on which it was executed.-

The plan of that section of the road which you contract to build is sent today to care of Mr. Spencer. If you are in any doubt as to the precise location of the road, you must get Mr. Hitchcock to point it out.

**Honolulu**  
**July 27<sup>th</sup>, 1870**

**Robert Stirling; to John Wilson:**

...I have your favor of 18<sup>th</sup> inst. and note contents. Since Mr. Reed approves the change in the location of the road near Hilo, if there is no one who objects to it on account of crossing his land or otherwise I can have no objections to it. I will however write to Mr. Reed on the subject, and he will advise you what to do when he has made enquiries about it. In a letter I had from him two days ago, he says that your idea is that the specification for the making of the road is only a matter of form, and that we had a private understanding on the subject. Now I never have private understandings in matters of Public Works, but in regard to this one, I told you that it was impossible for me in the then state of the Forest to specify *absolutely* what kind of road would be best in every point, and that I must leave a good deal to your own judgment in this respect when you saw the ground cleared, and certainly my only motive for waving the specifications was in the hope of getting a better road, & not a worse one, so that unless you can shew a better construction of road, we must fall back on the specification. When the *pahoehoe* is smooth and level, and not covered with mud it would be folly at the present time to round it up in the centre with earth or anything else, as I have no doubt that in its present state it is a better road than any that could be made, and it will be many years before it is so much worn as to make it unfit for travel. Wherever, in the forest, or out of it, the roadway has to be built up, it must be done with such materials as can not be washed away, and of course using earth is inadmissible.

I must say that I do not see why there should be any difficulty in this matter, and I trust that you will go on and make a good job of it. I cannot go up just now to see your work, but shall do my best to be able to go when it is finished. Meantime, do not get into bad blood with any one on the subject.

Per "*Kate Lee*" I send you today to care of Mr. Reed the \$800. – you ask for on the faith of your work being half finished, and I have to beg that you will give Mr. Reed a receipt for it as on former occasions. –

I hope you continue to have favourable weather and that you may soon have your work finished... [HSA – ID Letter Book 9]

**Honolulu**  
**July 27<sup>th</sup>, 1870**

**Robert Stirling; to W.H. Reed:**

...Yours of 19<sup>th</sup> inst. came duly to hand and I thank you for the information it contained in regard to the Mountain road, although I am sorry to hear that you think so poorly of the way in which the work is being done. The specification is no mere matter of form, and I had no understanding with Mr. Wilson farther than this, that as it was not easy to specify what road would be best for all parts of an uncleared forest. I left a good deal to his judgment to depart from the specification if he saw any way of making a better road than that specified, but on no account will a worse road be received. I wish I could go up to see it, but I cannot at present and must hope to be able to do so when it is finished.- I will be obliged if you will enquire whether there is any objection on the part of the owners of the property on the route on the south side of the hills in entering Hilo, and if not, let be made there.

I send p. "Kate Lee" \$800. to your care to be paid to Wilson, and for which I beg you will take his receipt and send it to me.

The \$59.64 due you has been paid to Messrs Hackfeld & Co. to your credit as you desired, & I am much obliged to you for your trouble in the matter... [HSA – ID Letter Book 9]

**Hilo**  
**August 6<sup>th</sup>, 1870**

**H.R. Hitchcock; to H.W. Hutchison**

**(Regarding status of Hilo-Waimea road construction):**

...Agreeably to your request, I have been over the new road, now being built by Wilson and Macy. The following are the facts which I gathered on the exploration.

Upon the first section, as per specifications, nothing has yet been done. In regard to the second section, that thru the woods, the trees have been cut down to the width of a hundred feet, except the last half mile, where the width cut will not average more than 75 or 80 feet. A clearing thru the middle of this swath has been made, of an average, available width of 12 feet.

There is no ditch on either side to distinguish the road way proper of eight feet, nor is there any pretence of rounding up in the center. The bog holes have been filled in, apparently with fern stumps. In some portions of the clearing the trunks of ferns of the proper length have been laid across the road, but these trunks have been split, in most instances into quarters thereby rendering them very springy. There is not the slightest solidarity about the portions ferned. The decided tendency is to sag in the middle. I witnessed the men at work laying the ferns. These were simply thrown down and placed in position, without any previous preparation of the ground.

I crossed two streams, within the length of this section, which, in rainy times, would swell to torrents, and sweep away large portion of the road, as at present constructed.

I went up on the *a-a* flow portion. I left my horse behind as he was not shoed and as the road across the flow was rougher than the flow itself. The filling in material is the hard *pahoehoe* instead of the crumbling *aa*. The stone has been pounded up till the fragments averaged about the size of breadfruits, and with these fragments the road has been filled in for the average width of six feet.

These are the facts which I have to communicate to Your Excellency.

In my opinion there is no reason why the road should be so shiftlessly done; as the material for a good road, and for a literal carrying out of the specifications are abundant and close at hand. [HSA - ID Roads Hawaii, Fldr. 6]

**Honolulu**

**August 10<sup>th</sup>, 1870**

**Robert Stirling; to John Wilson**

**(Regarding status of Hilo-Waimea road construction):**

...I have duly received yours of 3d inst. and note what you say in regard to the difference of opinion between yourself and Mr. Reed as to the proper understanding of the specification for your work on the New Road. In reply, I can only refer you at present to mine of 27<sup>th</sup> ult. Advising you to adhere to the specification, unless you can shew that a deviation from it would be advantageous.

I wish to call your attention to a report on the state of the road made to the Minister of the Interior by Mr. H.R. Hitchcock, at his request. He says, "upon the first section, nothing has yet been done." In regard to the second section, that through the woods, the trees have been cut down to the width of a hundred feet, except the last half mile, where the width cut will not average more than 75. or 80 ft.

A clearing through the middle of this swathe has been made of an average available width of 12 ft. There is no ditch on either side to distinguish the road way proper of eight feet, nor is there any pretence of rounding up in the centre. The bog holes have been filled in, apparently with fern stumps.

In some portions of the clearing the trunks of ferns of the proper length have been laid across the road, but these trunks have been split, in most instances into quarters, thereby rendering them very springy. There is not the slightest solidity about the portions ferned. The decided tendency is to sag in the middle. I witnessed the men at work laying the ferns; these were simply thrown down and placed in position without any previous preparation of the ground. I crossed two streams within the length of this section, which in rainy times would swell to torrents and sweep away a large portion of the road, as at present constructed. Farther on he says, "the road across the flow was even rougher than the flow itself. The filling in material is the hard *pahoehoe*, instead of the crumbling *Aa*. The stone has been pounded up till the fragments average about the size of breadfruits, and with these fragments the road has been fitted in for the average width of six feet." Again he says, "there is no reason why the road should be badly done, as the materials for a good road, and for a literal carrying out of the specification are abundant, and close at hand."

I give you these quotations from Mr. Hitchcocks letter, simply to let you know how the work is looked at by an outsider, not that you should be made angry, and I have again to beg of you that you will not get into any row with anyone on the subject, but go ahead, do your best; and let me know when you expect to finish it. Let me know a fortnight beforehand.

Again recommending you to keep the specification always in view, and hoping you will soon be able to announce the completion of your contract... [HSA – ID Letter Book 9]

**Honolulu**

**September 24<sup>th</sup>, 1870**

**Robert Stirling; to John Wilson**

**(Regarding status of Hilo-Waimea road construction):**

...I am sorry to say that through the "Kate Lee" having been laid up for repairs for the past fortnight, I have not had an opportunity of answering yours of 3d inst. nor of sending you the \$400. you asked for. She goes this afternoon however, & I send by her to care of Mr. Reed the money you require, for which you will please sign the order I enclose to him.-

I note that you propose being finished with your work in about 3 weeks from the date of your letter, and although I do not expect that you will be so to a day or two, still I hope you may not be long after that time.

The "Kilauea" is expected to be ready for sea in about a fortnight, and if you are ready by that time, & advise me so, it is probable that H.E. the Minister of the Interior will go up to inspect your work, and in any case I shall go by her. Her first trip will be made to Hilo.

Try then to be ready by that time, and to have the road in as good shape as possible so that there may be no difficulty... [HSA – ID Letter Book 9]

**Honolulu**

**November 14, 1870**

**Robert Stirling; to John Wilson**

**(Regarding status of Hilo-Waimea road construction):**

...By last steamer I sent you a message by Mr. Spencer to the effect that in the short time I had been at home, I had not had an opportunity of consulting His Excellency the Minister of the Interior on the subject of the Mountain Road from Hilo to Waimea, on the construction of the first section of which you had been engaged & had just completed previous to the severe storm which broke over that district and which I experienced.

Since that time I have talked with His Excellency on the subject, and represented the matter to him as fairly as I could in the interest of both parties to the contract, and I have now to inform you that he has come to the conclusion to pay you \$800. being the Balance of the contract price still due to you, and to release you and your Bondsman from all farther liability in respect of this road.

I am truly sorry that the issue of this undertaking should have been so unfortunate for you, in that you have suffered loss through it; and, had the road remained tolerably decent and serviceable after the storm, I would have done all in my power to obtain for you something in excess of the contract price, but, under the circumstances; I could not conscientiously advocate such an arrangement, and I trust that you will see it in this light yourself.-

Please let me know at your earliest convenience whether you will have this money sent to you to Hilo, or Kawaihae, and I shall cause it to be forwarded by return... [HSA – ID Letter Book 9]

**Waimea**

**November 16<sup>th</sup>, 1870**

**John Wilson to Robert Stirling**

**(Regarding completion of the Hilo-Kalaieha section of the Mountain Road):**

...Yours of the 14<sup>th</sup> inst. has duly come to hand and in answer would say that I am glad to hear from you and that there was nothing worse befell you than your sore feet after such a time as we had in Hilo on the *paahoehoe* in the storm.

I hope for my part never to have to travel it again in such a time altho for my part am all right, and I am also glad to hear that you have got me out of Hilo and that His Excellency the Minister of the Interior Accepts the road as it stands, for if His Excellency had not have done so I do not know what I would have done to pay off the men. But now I can do so without any default on my part.

There is only one thing I am sorry that it is a failure what is done, altho I must say that you've seen the road under very unfavorable circumstance it may be a long time before Hilo will be deluged again should you ever come again to see the place please let me know and I will go with you and forward your project all I can.

When you send me the balance of the money please to send it to Kawaihae as all the men are now in Hamakua. I have just heard from Macy, he says that it is still raining in Hilo. I shall go there next week to bid in good... [HSA – Misc. Public Works, DAGS 7 Box 36, Fldr. 3]

**Waimea, Hawaii**

**June 13<sup>th</sup>, 1871**

**John A. Simmons; to F.W. Hutchinson**

**(Regarding funding for repair of Hamakua Mountain Road):**

...The Mountain Road from Waimea requires about two hundred dollars, to place it on good order from that place to the Hamakua-Hilo Road, upon **Kaohe**, which amount I would respectfully ask be sent me. I have placed Guide Boards so that the stranger may no longer need a guide from Waimea to Hamakua. The two hundred dollars will make a Cart Road to where I mention... [HSA - ID Roads, Box 37, Fldr. 8]

**Puuloa, Hawaii**

**October 7<sup>th</sup>, 1871**

**John A. Simmons; to F.W. Hutchinson**

**(Regarding completion of repairs on the Waimea-Hilo Mountain Road to Koholalele):**

I have finished the Mountain Road from Waimea to Hamakua, a loaded wagon can now be driven from Kawaihae to the Landing at **Koholalele** in that District. The whole cost of which amounts to two hundred and twenty dollars.

I have had three new bridges made upon the Hilo Road from Waipio in the same district which cost One hundred and five dollars, in all expended \$325... [HSA - ID Roads, Box 37, Fldr. 8]

**Honolulu**

**March 5, 1884**

**H. Hackfeld, Agent for the Humuula Sheep Station; to Chas. T. Gulick:**

...The undersigned agents of the **Humuula Sheep Station Company of Waimea, Hawaii**, hereby most respectfully beg to petition your Excellency to grant a subsidy and encourage the Company to cut and build a road through the woods from **Humuula** to **Ookala**, the total cost of which is calculated to be about \$1200.

Said road would not alone open a very large area of land towards the Hamakua District, but also place all the neighboring Plantations in a position to obtain their Beef and Mutton from **Humuula**, whereas now they have to consent with great inconveniences in attempting to procure their supplies from distant places.

Trusting the foregoing will receive kind consideration, we remain... [HSA - ID Roads, Box 38 – fldr. 10]

**Waimea March 30<sup>th</sup>, 1897**  
**Wilmot Vredenburg; to J.A. King, Minister of the Interior**  
**(Regarding disposition of the Waimea-Humuula Road and**  
**Waimea-Hamakua Road):**

...Your favour to hand & contents noted. For the information wanted I enclose for you a rough sketch of the district showing the two roads in question. [Figure 36]

The **Humuula** road is though in fact a Government road, yet in a strict practical sense, private one. It is used by no one except the **Humuula** Sheep Stn., and the **Puuloa** Sheep Ranch.

The road leading from Waimea to Hamakua is the only available road from the district of Hamakua to the landing of Kawaihae. In former years, people did not travel so much to Kawaihae to catch steamers, hence the neglect of this road, but of late the carriage and wagons passing over this road have cut it up to such an extent that in places, the ridge is almost touching the axles.

I drew Mr. J.F. Brown's attention to this matter and he promised to draw your attention to the road in question.

I do not deny that I will be particularly affected by the repairing of this road. It is for this reason that I have made an excessively low bid for its repair. Mr. Lidgate estimates the building of such roads at \$150. per mile, and this road is far nearer 5 miles than 4 ½ miles.

As I live midway on this road, I am in a better position to put the work through with dispatch. Besides this, I have several teams and plows that could be utilized to push this work through.

Our district is in a deplorable state as far as roads are concerned. The Kawaihae road is perfect as all our available funds are spent on this road only. The road from Waimea to Kohala does not exist any longer, though two appropriations have been made for it. It is now nearly a cattle trail.

The road to **Humuula**, as I have before stated, is not a public thoroughfare, and if you do not think fit to spend much on this road, I can have the stones thrown out and a little filling done, which will enable teams to get through a little better than they do at present. If you will look on the map of Hawaii you will see what extent of this road is in Hamakua, Hilo, and S. Kohala. I could not repair this road to the boundary for less than \$500. There is no water, and every drop has to be carted 10 miles.

Planters in Hamakua are getting a petition up in the matter of the road leading to Hamakua. You may probably receive it by this mail.

For the last 15 years south Kohala has not been extravagant in its demands for road funds. If I am not mistaken, this is the first instance of extraordinary repairs being asked for. I have done all in my power to further the cause of good roads but am not in a position to continually repair roads as I have done, after freshets, to enable my own teams to travel.

My offer to repair the Hamakua side of our roads for \$500. still stands good, and will keep it open until arrival of next Kinau's mails... [HSA – ID Roads, Hawaii, Box 42]



Following the above letter of 1897, almost no further communications regarding work on the mountain trails and roads between Hilo and Waimea—routes via Kalai’eha or above the forest on the Hāmākua side—were located. *Figure 37*, is a portion of a map from 1896-1897 (S.M. Kananui, Surveyor), from the collection of the Library of Congress. The map depicts the primary Government Roads around the island of Hawai’i, including the routes that crossed the plateau lands and mid-slopes of Mauna Kea, between Hilo and Waimea.

We find that from the 1890s through the 1930s, nearly all communications describing travel and the trails-roads of the Kalai’eha section, via the Pōhakuloa-Waiki’i route, or by the Laumai’a-Keanakolu-Mānā route, were documented as a part of the operations reported by the Humuula Sheep Station Company and Parker Ranch, or in historical accounts by visitors to Mauna Kea and the mountain lands. In the 1930s, the Civilian Conservation Corps (CCC), under the direction of L. Bill Bryan, undertook improvements on the mountain roads, particularly the section between Kalai’eha and Keanakolu, and in 1942, following the outbreak of World War II, the USED (United States Engineering Division) and United States Army began realignment and improvements of the route that became known as the Saddle Road. Territorial ownership of the road was assumed on June 30, 1947 (HSA – GOV 9-21, Saddle Road).

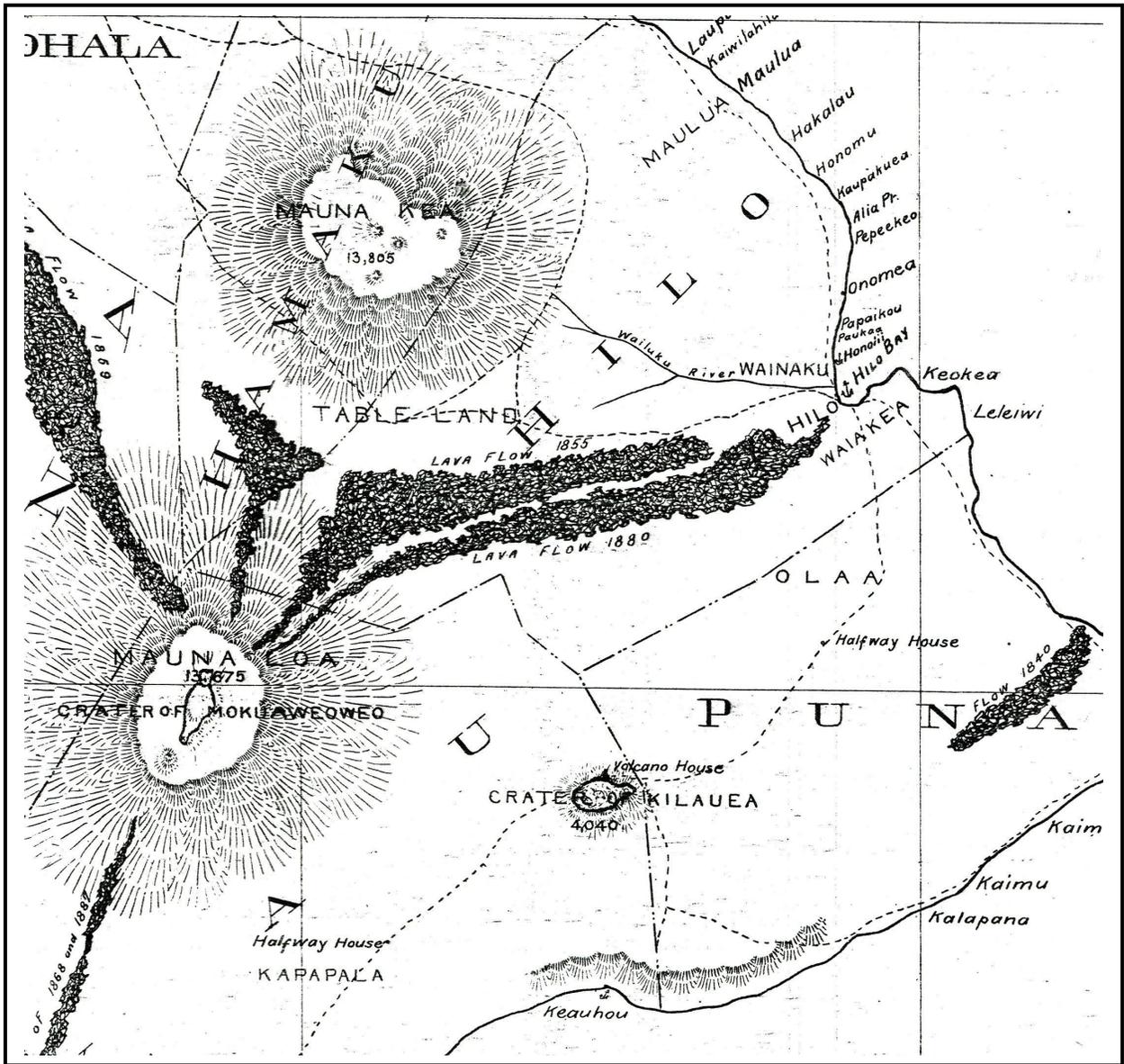


Figure 37. Portion of an 1896-1897 Map of the Island of Hawaii, Depicting the Mountain Lands, and Government Roads Between Hilo and Waimea (S.M. Kakanui, Surveyor) (In collection of Library of Congress)

## V. Historical Surveys of the Lands of Humu'ula, Ka'ohē, and the 'Āina Mauna

By the 1830s, early surveys of the inland sections of Hawai'i began to be made. This work was formalized as a part of the *Māhele 'Āina* between 1848-1855, and furthered by the work of the Kingdom Survey Division and Boundary Commission proceedings between 1860s to 1900. In the 1860s, W.D. Alexander was appointed Surveyor General, a position he held through the 1890s, and under his direction, detailed surveys of the islands were undertaken. The survey work focused not only on parcels of land sold, but also on land divisions and entire islands. In this period, several island-born surveyors excelled—among them were: Curtis Lyons of Waimea, Hawai'i; J.S. Emerson of Waialua, O'ahu; D.H. Hitchcock of Hilo; and the Lyman brothers of Hāmākua and Hilo.

In the region of the *'āina mauna*, S.C. Wiltse did some of the earliest work through the 1860s, though as a result of subsequent surveys, the boundaries set by Wiltse were modified. Wiltse's 1862 map of Humu'ula (Register Map No. 668; *Figure 31*), depicts the boundary of Humu'ula and Ka'ohē extending to the summit of Mauna Kea, and also names several key locations on the boundaries and within the land. Subsequent surveys and proceedings of the Boundary Commission (1873-1891), revised the *mauka* boundary of Humu'ula, to its present location, and was depicted on Register Map No. 1641, prepared by C.J. Lyons and others in 1891 (*Figure 38*). E.D. Baldwin's Register Map No. 1718, of Central Hawai'i (1891), includes details of the topography from the summit of Mauna Kea, to Ahumoa, across Pōhakuloa, to the Waiākea-Pi'ihonua Boundaries of Humu'ula, and along the boundary of Humu'ula to Hakalau (*Figure 39*).

Between 1879 to 1892, C.J. Lyons, J.S. Emerson, E.D. Baldwin, and W.D. Alexander, conducted detailed field surveys on the *'āina mauna*. The surveyors were accompanied in the field by *kama'āina* guides, and sought out elder native informants to confirm locations. Thus, they often recorded not only specific points on which triangulation stations were set, but also interesting historical notes pertaining to the *'āina mauna* and neighboring lands. The surveyors also recorded traditions of place names, residences, trails, and various features of the cultural and natural landscape, including the extent of the forest and areas impacted by grazing. Another unique facet of the field books is that they often include sketches that bring the landscape of the period to life.

As an example, in 1882, J.S. Emerson wrote to W.D. Alexander, describing his methods of surveying and recording historical documentation. He reported that they noted:

...every visible hill, cape, bay, or point of interest in the district, recording its local name, and the name of the *Ahupuaa* in which it is situated. Every item of local historical, mythological or geological interest has been carefully sought & noted. Perryman has embellished the pages of the field book with twenty four neatly executed views & sketches from the various trig stations we have occupied... [Emerson to Alexander, May 21, 1882; HSA – DAGS 6, Box 1]

W.D. Alexander (with J.M. Muir), and his nephew, E.D. Baldwin also prepared sketches as a part of their field books, thus through their work, we are given views of the landscape as it appeared in the 1880s-1890s.

The following communications, written as letters or entries in survey field books provide us with a historic look at the landscape of Mauna Kea, including the mountain slopes and the Pōhakuloa flat lands, and the neighboring *'āina mauna*. They also include important documentation on—place names; the presence of trails to Mauna Kea, and between Waimea, Hilo, Kona, and the coastal lands; historical features associated with the Humu'ula Sheep Station Company and other ranching operations of the mountain lands; and the location of vegetation lines and geological formations. Selected sketches from the field books are included with the narratives below.





The *kama'āina* testimonies and surveys recorded as a part of the proceedings of the Boundary Commission on the Island of Hawai'i (1865-1891), are presented in their own section of this study. The communications cited below, were viewed in collections of the State Survey Division, Hawaii State Archives, and the National Archives, and are presented in chronological order. Readers should also refer back to the articles published by E.D. Baldwin (1892) and W.D. Alexander (1892), documenting their survey expeditions in 1889 and 1891 respectively. Emphasis is added to selected portions of the texts below, to draw reader's attention to particular references.

**February 10, 1866**

**S.C. Wiltse; to Jno. O. Dominis, Crown Lands Commission**

**(Reports on Completion of Survey of Humuula):**

*...I have added the survey of the makai part of the Crown land "Humuula" to the plan of the mauka part as you requested and will forward the same to you by the first opportunity. The field notes are also appended to the notes of the mauka part.*

That part now added contains 7215 acres, 924 acres of which is good grazing land below the forest. *The forest part is a rich alluvial soil and covered with the largest growth of ohias and koa that is to be found on this Island.*

The reason for this survey was not reported to the late Mr. Webster at the time it was made because I had lost confidence in the men that pointed out the boundaries. They pretended to be kamaaianas of the old land and a survey was made accordingly. I afterwards ascertained that they knew little or nothing about the boundaries of the *mauka* part and so I had all of that work to do over again. But since then I have found out by inquiries and examinations that those men were kamaaianas of the lower part of this land, in fact, the only men living that did know said boundaries through the forest. I am therefore able to now report that survey as correct according to the best of my knowledge... [HSA - Crown Lands Commission]

**Honolulu**

**January 2, 1873**

**W.D. Alexander; to F.W. Hutchison**

**(Reports on establishment of Triangulation Station on Summit of Mauna Kea):**

*...I have the honor to report the progress of the Govt. Survey during the past month as follows.*

The surveying party arrived about the end of November, and have been at work ever since without losing a single day from rainy weather. During the first week in December we selected the base line, marked the ends with granite posts, set the aligning stakes, and made the preliminary measurements with chain and wire. We commenced the final measurement with the apparatus of the U.S. Coast Survey on the 9<sup>th</sup>, and completed it satisfactorily on the 19<sup>th</sup>. It is 13406 feet in length and very well placed for triangulation.

*On the 21<sup>st</sup> we went to Laieha, and from thence ascended Mauna Kea on the 24<sup>th</sup>. We carried up and erected on the summit a signal pole and tripod 25 feet high, and built a large cairn around it. I had a barometer carried up and took 11 observations during three hours on the summit. From the barometer observations & our triangulation since the height of this mountain above the sea is proved to be 13800 feet very nearly. Douglas in 1834 made it 13851 feet.*

Since our return on the 25<sup>th</sup> we have been setting up signals, and measuring angles with the large theodolite. I have completed sets of observations at two stations, and also determined the latitude within 5 seconds.

I think we can finish measuring the set of triangles on which we are engaged, in two or three weeks, if we continue to be favored with fine weather. My plan is then to take up the measurement of the Maui system of triangles, where we left off last year, and complete it.

The expenditures of the last month for the Survey have been unusually heavy.

My accounts show that I have drawn on the Interior Dept to the amount of \$608.60, a fourth of which however properly belongs to the preceding month.

The following is a list of the orders drawn on the Interior Dept. for the Govt. Survey since Dec. 1<sup>st</sup>.

Dec. 5 <sup>th</sup> in favor of S. F. Chillingworth	\$ 25.00
Dec. 7 <sup>th</sup> in favor of S.C. Wiltse	\$ 50.00
Dec. 28 <sup>th</sup> in favor of D. Waiau, Esq.	\$ 20.70
Dec. 28 <sup>th</sup> in favor of S.C. Wiltse	\$ 50.00
Dec. 26 <sup>th</sup> in favor of C. Notley	\$ 26.40
Dec. 26 <sup>th</sup> in favor of Rev. D. Baldwin (for W.D.A.)	\$100.00
Dec. 30 <sup>th</sup> in favor of C. Notley	\$ 80.00
Dec. 30 <sup>th</sup> in favor of C. Notley	\$ 45.34
Dec. 10 <sup>th</sup> in favor of C.J. Lyons	\$100.00
Dec. 10 <sup>th</sup> in favor of C.J. Lyons	\$ 36.16
Jan. 2, 1873 in favor of J. Lidgate	\$ 75.00
	\$608.60

The expenditures may be classified as follows.

For Native Labor	101.00
Transportation including <i>M. Kea</i> trip	82.13
Provisions	52.13
Signals	18.79
Repairs of instrument	1.25
W.D. Alexander	129.58
C.J. Lyons	144.16
J. Lidgate	107.25
J. Brown	10.00
Total	\$646.29

Hoping that the above report will be satisfactory I remain...  
[HSA - ID Survey, 1873]

It should be noted here, that historical accounts also tell us of the presence of an *ahu* or cairn at the summit of Mauna Kea (Pu'u o Kūkahau'ūla), as also found in oral history interviews collected by Maly. Whether the *'ahu* at the summit predates western visitation, or if the *'ahu* described in oral history interviews was a remnant from the Alexander period surveys, is not known.

### **Waimea**

**February 3, 1873**

**W.D. Alexander; to E.O. Hall:**

...I have the honor to submit the following brief summary of the progress of the Govt. Survey during the past month.

My last report was rendered Jan. 2. During the month of December we had measured the Hawaii Base line, *selected a series of stations & set up signals, including a signal on the summit of Mauna Kea, & measured sets of angles at the extremities of the Base line.*

On the 3 I left for Honolulu on business which detained me a week longer than I had expected, so that I did not get back here till the 21<sup>st</sup>.

My assistants were employed during my absence in setting up signals at points which I had selected, in running lines of level, &c., till the 15<sup>th</sup> when they took passage to Kona on the Kilauea. They landed at Kaawaloa, and on the 18<sup>th</sup> accomplished the object of their trip by setting a signal on the summit of Hualalai. I have since measured angles on it from two stations in this neighborhood. Most unfortunately they missed the steamer on her next trip, and remained another week in Kona with nothing to do. They finally arrived here on the 31<sup>st</sup>.

As for myself I have been shorthanded, but have been favored with good weather. On the 24<sup>th</sup> and 25<sup>th</sup> I selected one new station and set up two signals. During the past week I have occupied three stations about 5 miles apart with the 12 inch theodolite, and have determined 15 horizontal angles by 578 measures, and 12 angles of elevation by 34 measures.

If we continue to be favored with clear weather we shall finish the set of triangles on which we are engaged in two weeks more. I am happy to say that my assistant, C.J. Lyons, is rapidly recovering his health.

My accounts show that I have drawn on the Interior Department for \$450.00, as follows:

Jan. 2	Order in favor of S.F. Chillingworth	\$ 30.00
Jan. 2	Order in favor of H.N. Greenwell	20.00
Jan. 13	Order in favor of W.D. Alexander, Salary	150.00
Jan. 20	Order in favor of W.D. Alexander, for survey expenses	50.00
Jan. 31	Order in favor of Rev. D. Baldwin	200.00
		\$450.00

The expenditures have been as follows:

Transportation, including the Kona expedition	\$ 35.00
Provisions for Kona party mostly,	27.00
Maps from English Ordnance Survey,	6.75
Native Labor	8.25
J. Lidgate Cash	1.00
W.D. Alexander Jan. 13 <sup>th</sup> Balance due for December	150.00
W.D. Alexander Feb 1 <sup>st</sup> Draft in favor of D. Baldwin	200.00
	\$428.00

I shall do my best to secure greater economy as far as it can be done without crippling the efficiency of the Survey... [HSA - ID – Survey, 1873]

**Office of Survey, Honolulu**

**September 21, 1877**

**C.J. Lyons; to W.D. Alexander**

**(Reports on establishment of Triangulation Stations on Mauna Kea):**

...I received your letter with much pleasure the other day—containing items of interest with respect to the triangulation of Koolau and Hana. I begin to think that there are no “impossible” districts for triangulation on the Is. While I have not finished the triangulation of Hilo, I have nevertheless picked out a series of points with which to reach Waiakea without all conditioned triangles, even if I do not succeed in seeing the M. Loa signal. In the same manner in which the triangles go around **Papalekoki**, a series will resolve on

**Kaupo** as a centre, viz the one marked "**Red Hill**," on the plan I sent you some months since.

It is the N.E. shoulder of **Mauna Kea** continually visible from the middle of Hamakua all the way to Puna. My signal on it shewed beautifully at Hilo Bay the other day – viz. cloth cov'd. *ahu pohaku*.

The angles are measured as far as **Puu Ohai**, South of **Maulua** – well enough to locate said **Puu Ohai**. I think four stations will carry me from there to Hilo Bay, making 13 in all from Waipio to Waiakea.

For azimuths the following and intervisible Haleakala, **Puu Loa**, **Puu o Kihe**, **Makahanaloa**.

I have secured H.R. Hitchcock's home in Hilo for an office & head quarters for baggage &c. Expect to take my family up to Hilo on the 1<sup>st</sup> of October steamer and live in Edward Hitchcock's house.

Mr. Cabot is down also. We left Hilo on Friday P.M. and were till Tues. night 9 P.M. in reaching Honolulu. The landing of lumber in Kau was the uncertain unknown factor in the problem of getting here. A comfortable passenger boat the Likelike.

Emerson I find here.—Unfortunately he has leave of absence for Waialua a couple of weeks to engineer for Samuel he says. With which delay I suspect you will not be pleased. I have an idea you will have to take him under your tuition for a longer or shorter period. The Technological Institute does not seem to me the right training place for him to work. We must train our own men – and under strict orders too. I fear Mr. E. will know both too little and too much. Mr. Cabot is certainly quite particular to carry out orders which is much in his favor.

I have not yet had an interview with the Minister of Interior.

When I was down in June I took a quantity of H.R. Hitchcocks paper. Do you sanction the purchase of the whole roll and I shall write to H.R.H. about it. It is our office now.

I think Mr. Cabot is inclined to stay at work at least till the end of December.

My address will be Hilo. Hoping to hear from you... [HSA – Survey, DAGS 6 Box 1]

**Hilo**

**October 18, 1877**

**C.J. Lyons; to Prof. Alexander**

**(Reports on establishment of Triangulation Stations on Mauna Kea):**

...I was glad to get your letter the other day. We have had like experience in the weather line but it seems better now. I have started a party in charge of Mr. Cabot to clear off the famous hill of **Kauku** in **Makahanaloa** woods – and put up a signal there. I am expecting it to take not less than a week.

I was disappointed in not getting a co-visible station on the extreme point of **Makahanaloa**, but the hill would have to be occupied anyway – so it is just as well probably.

There will then be the following points to occupy [*Figure 40*].

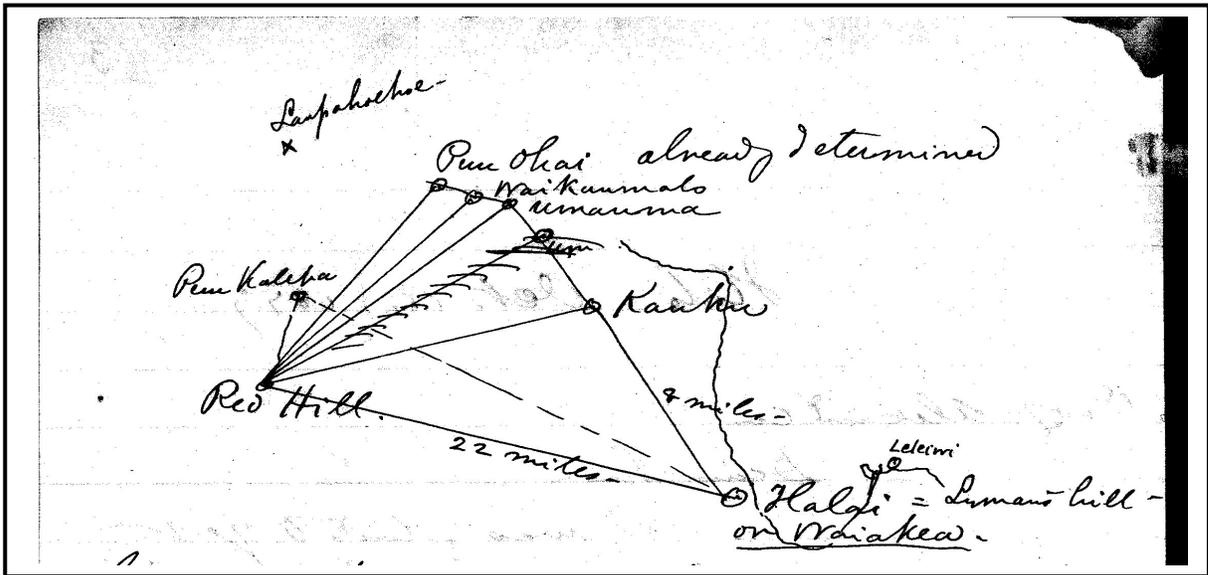


Figure 40. Sketch of Mauna Kea Stations—Kaupo (Red Hill) and Stations from Halai (C.J. Lyons, 1877)

You see there are only three primary stations between where I left off & that one. I was up at Halai this morning with the instrument; the signal on **Red Hill** shines like a white star.

There is a check triangle from **Puu Kalepa** of about  $10^\circ$  apex. The **Kauku** triangle makes a trifle over  $30^\circ$  here.

I cannot make out anything of my Mauna Loa signal, and have no time this season to look after it.

This (Halai) is a very important station, as it commands a line of points extending from the East Cape, Kumukahi, to Mauna Loa. I think as soon as we have time it should be made an azimuth station and latitude too perhaps.

The **Mauna Kea** Station is visible here & I regret much the necessity there has been for not having a good signal there although it would have been of no use for the series thru Hamakua & Hilo. It will be invaluable for going to the southward.

I shall not dare give a thought to anything not necessary for the main object, viz. a map of Hilo & Hamakua. Shall try to get a signal out toward Lelewi, in order to get in coast between here & **Makahaloa** by resection, and then occupy **Kauku**, Umauma & Waikaumalo.

Eight triangles revolve on **Red Hill** as a centre, & eight on **Papalekoki**.

I hope to get the distances correct to 1 in 5000. Mr. Cabot measured a test line of 2000 ft in Hamakua with the chain & the agreement was absolute to an inch. As it was a very uneven line – the coincidence seemed almost an obscure piece of luck – tho he took great pains.

I have sent Mrs. Adams some secondary Hamakua triangles to work up – My plan is now to have all the triangles in one book... Mr. Eiles made some more unwarrantable changes in the lettering of the map of Hawaii, which made the pains I took in marking out the larger ahrs. of Hilo &c. of no account, other names are omitted entirely.

The location of Waiakea seems to be practically correct – on our Cert. map... [HSA – Survey DAGS 6, Box 1, Fldr. 4]

Subsequently in 1879, C.J. Lyons was working on the Hilo Mountain Lands, trying to determine the Humu'ula Boundary with lands below it. In Field Book No. 315 (page 18), Lyons included a sketch of the Makahanaloa-Honohina boundary with Humu'ula, and also depicted the mountain road, named localities, "Norton's hut" and survey points in the vicinity (*Figure 41*). Also, while conducting the survey in the Keanakolu vicinity on November 13, 1879, Lyons reported on the location of the old sheep station, while referencing survey stations. He reported:

Recon Obs. at Keanakolu. On the way from Waimea to Puakala.  
Mem. at Keanakolu  
Red Hill.           \* 47° 53 mag.  
Kalepa.            50° 46'  
Kanakaleonui.    37° 49'  
Iolehaehae        74° 40'...

*This is the old sheep station, but just mauka of the stone house, now in ruins...*  
[Field Book 315:45-46; in Collection of State Survey Division]

### ***Field Surveys on the 'Āina Mauna by J.S. Emerson (1882)***

The following letters written from the field to W.D. Alexander and excerpts from records of the survey field books provide us with a historic look at the landscape of Mauna Kea and the 'āina mauna of the Ka'ohē region of Hawai'i. Unfortunately, the "Puukapele Section Map," Emerson's Register Map No. 1279 (1885) cannot be copied as it is too fragile to open. Other maps cited in this study include some of the locational references made by Emerson. In Emerson's letters, we also find the names of two of his native guides in the region, they were Iakopa Kaha'ikupuna and Ka'iliihiwa (cf. HSA – HGS DAGS 6, Box 1; May 5, and August 30, 1882).

Selected sketches from the field books are included with the narratives below, and several of the site numbers referenced by Emerson coincide with those recorded on the sketches.

#### ***March 30, 1882***

***J.S. Emerson to W.D. Alexander:***

***On the road to Ahumoa; Auwaiakeakua, Kohala, Hawaii:***

...Yesterday was the first clear day we have had for a week, and we made good our retreat from Nohonaohae as a wind storm was threatening the safety of our tent. The threat however was but a threat, and we had a good opportunity to reach this place in peace. *We left camp at 4:30 P.M. reaching this abode of a thousand different gods at 7 P.M.* and now at 8 A.M. we resume our march with a clear sky and beautiful weather. Our stay at Nohonaohae was a success as far as measuring angle was concerned... [HSA – HGS DAGS 6 Box 1]

#### ***April 5, 1882***

***J.S. Emerson to W.D. Alexander***

***(Describing conditions of survey from Ahumoa and the mountain lands):***

...We are having a terrible time with the weather. The cloud views are magnificent, at times we look down upon a Chaos of surging fog and vapor and anon we are engulfed in it. It is very fine for anything but triangulating. Occasionally however the parting fog allows a sight. I am afraid that this is a poor season for our work... I must compliment my comrade, Perryman, for his very artistic sketches in the field book of the grand mountain scenery about us... [HSA – HGS DAGS 6 Box 1]

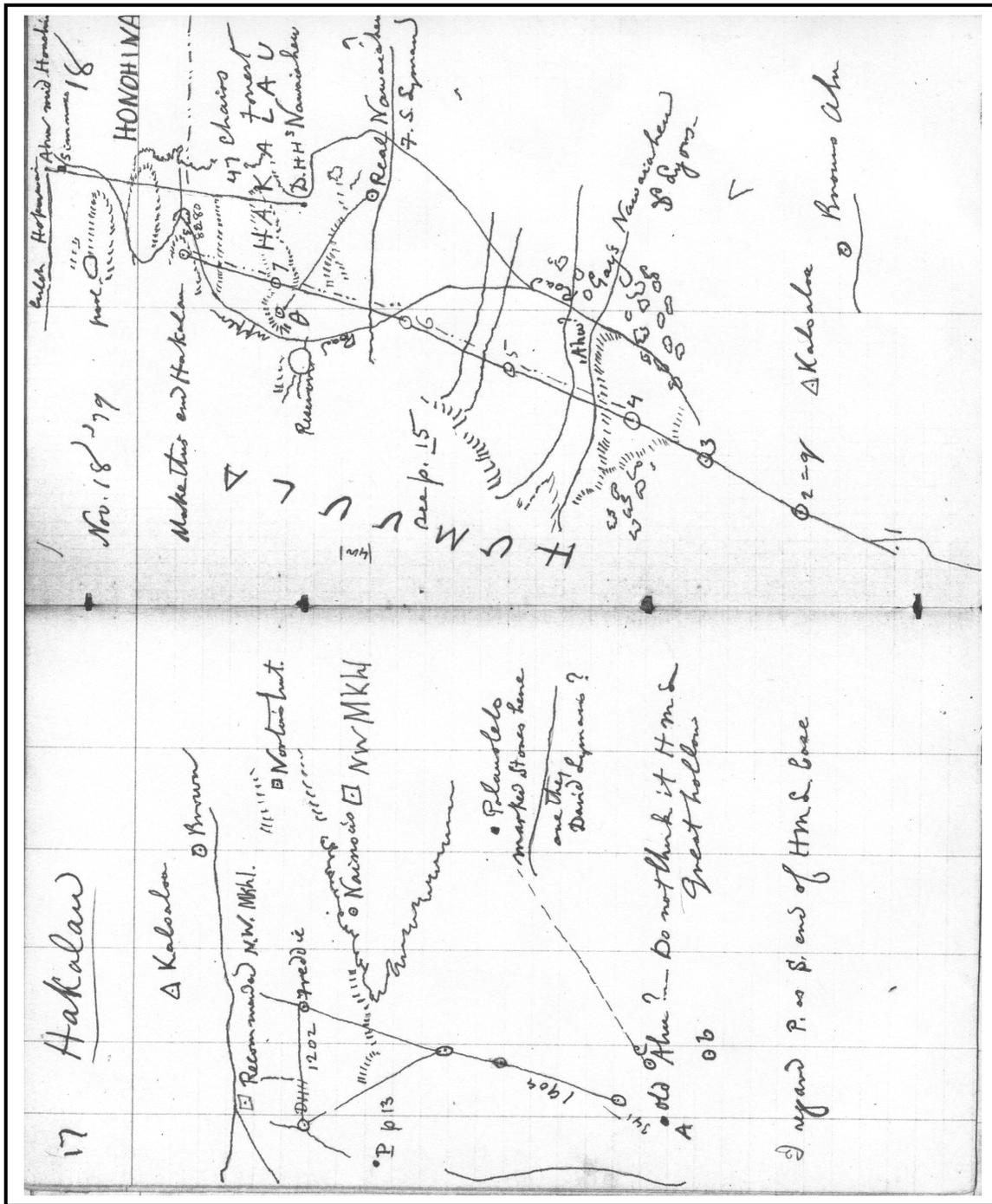


Figure 41. C.J. Lyons' Field Book 315 (pages 17- 18), Depicting the Boundary between Humu'ula and Makahanaloa-Honohina (November 18, 1879).

**Field Book No. 251:121**

**April 8, 1882**

**Ahumoa Station [Figure 42]**

Puukapele

- |                          |                                   |                |
|--------------------------|-----------------------------------|----------------|
| 1. Palihae <sup>38</sup> | highest Point in Waikoloa, Kohala | (see page 109) |
| 2. Poopoo                | highest Point in Waikoloa, Kohala | “              |
| 3. Puu Papapa            | highest Point in Waikoloa, Kohala | “              |
| 4. Puu Mahoelua          | highest Point in Waikoloa, Kohala | “              |
| Warren’s Keamuku “       |                                   |                |
| Gay’s Sheep Sta.         |                                   | “              |

**Auwaiakewa**

Spencer’s sheep house

- |                       |                                    |                |
|-----------------------|------------------------------------|----------------|
| 1. <b>Puu o Maneo</b> | highest Point in Kaohe, Hamakua    | (see page 105) |
| 2. <b>Puu o Kauha</b> | highest Point in Kaohe, Hamakua    | “              |
| 3. <b>Puu o Kau</b>   | highest Point in Kaohe, Hamakua    | “              |
| <b>Ahumoa</b>         |                                    | “              |
| 4. Puu Ulaula         | highest point                      | “              |
| 5. <b>Aiakala</b>     | highest point old cattle pen there | “              |

**Field Book No. 251:127**

**April 11, 1882**

**Ahumoa Station**

Puu ka Pele

1. Kuainiho
2. Puu Huluhulu (not Kalaieha)
3. End of Keamuku flow.

**Field Book No. 251:137**

**April 12, 1882**

**Puu ka Pele Station**

**Napuukulua**

2. **Lepe a Moa** single peak – denote peak to right
3. **Puu Hookomo** sight on trees on top
4. **Koaohi**
5. **Omaokoili**
6. **Kokopuu** highest hill of four having same name.
7. S. of **Omaokoili**
8. **Puu**
9. **Pohakuloa** sight on clump of trees...  
**Puu Keekee** sight on “*ahu*” near highest point –  
put up by Kailihiwa [Figure 43]

**Field Book No. 251:145**

**April 13, 1882**

**Napuukulua Station**

**Puu ka Pele**

**Puu Keekee**

1. **Puu Laau**

<sup>38</sup> J.S. Emerson’s Register Map No. 1279 (1885, in collection of State Survey Division), gives the location of Palihae, noting that it is also called Nalopakauui. The latter name is still found on some maps, though Palihae is no longer given.



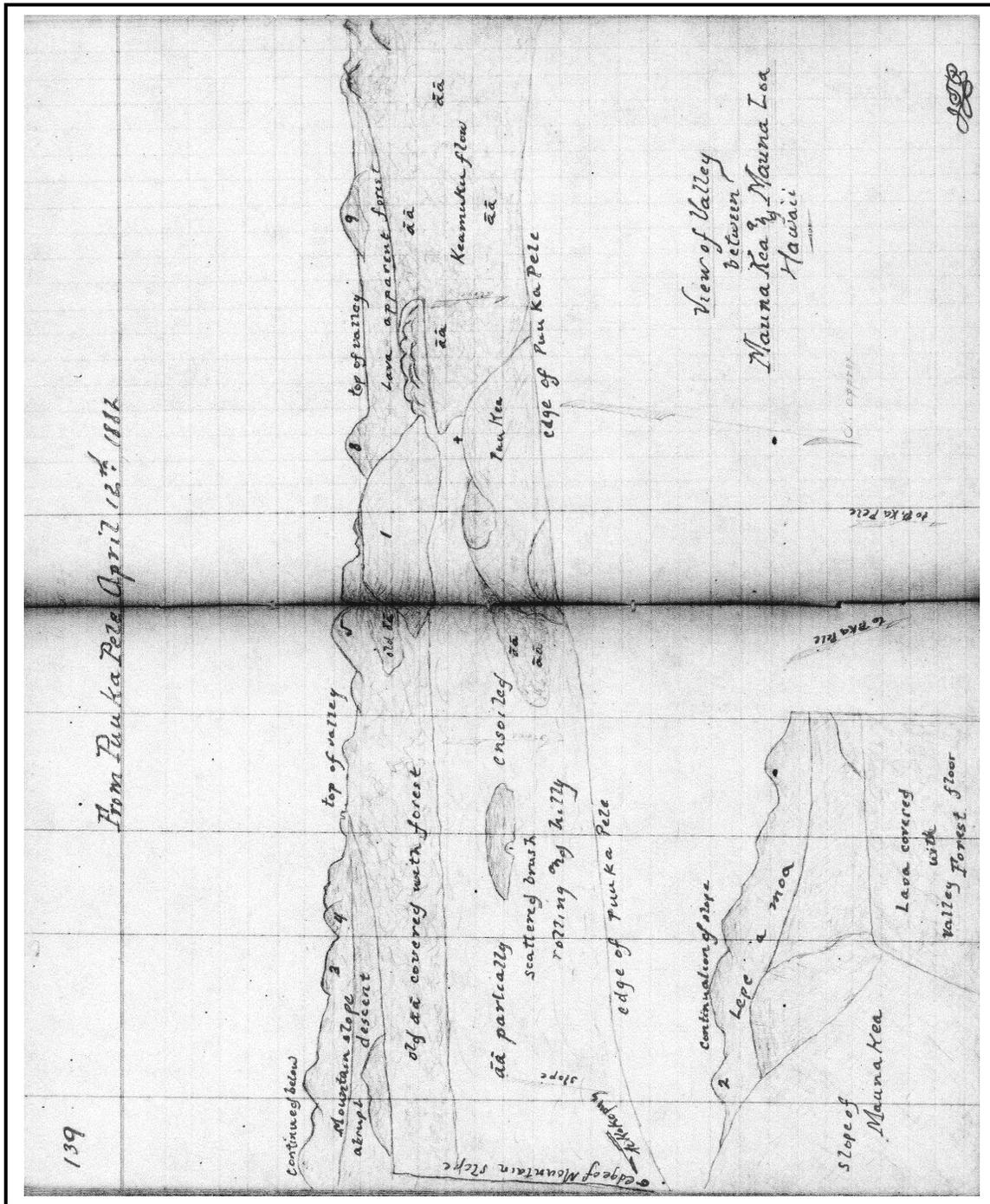


Figure 43. J.S. Emerson Field Book 251:139; View of "Valley Between Mauna Kea & Mauna Loa" (April 12, 1882).

**Field Book No. 251:145**  
**April 13, 1882**  
**Napuukulua Station (continued)**

2. **Napuukulua**  
**Puu o Kau**

4. **Puu o Kauha**  
**Puu Mauu**  
**Lepe a moa**  
**Puu Hookomo**  
**Koaohi**  
**Omaokoili**

[Figure 44 (& Figure 43)]

**Field Book No. 251:151**  
**April 13, 1882**  
**Boundary flag**

Puu Kea Flag An “*ahu*” shown us by “Kailihiwa” and said by him to have been located by Hitchcock – also said to be by the corner of the districts of Kohala, Hamakua and Kona and the only “*ahu*” that he knows of around the **Hill of Pele [Puu ka Pele]**.

**Field Book No. 252:19**  
**April 20, 1882**

**Keamuku Station**

Spencer’s grass house	sight on center
Puu Ewaewa [Iwaiwa]	an <i>ahu</i> on top
Warren’s house	on East gable
1. Puu Poopoo	sight on right hand “ <i>ahu</i> ”
2. Puu Poopoo	
3. Puu Poopoo	
4. Puu Palihae	sight on highest point
Puu Keekee	sight on hill on extreme left
1. Muku flow	
2. Muku flow	
3. Muku flow	
4. Spencer’s grass hut	[native house on sketch]
5. Mauna Loa	

**Field Book No. 252:27-29**  
**April 22, 1882**

**Keamuku Station**

**Puu Mahoelua**  
Kuu Noulupo  
**Auwaiakekua**  
Kuikahekili  
Kamakoa

1. **Kaluamakani**  
2. **Puu Nanahu**  
3. **Mauna Kea**  
4. **Puu o Kauha**  
5. **Puu o Kau**

[Figure 45]

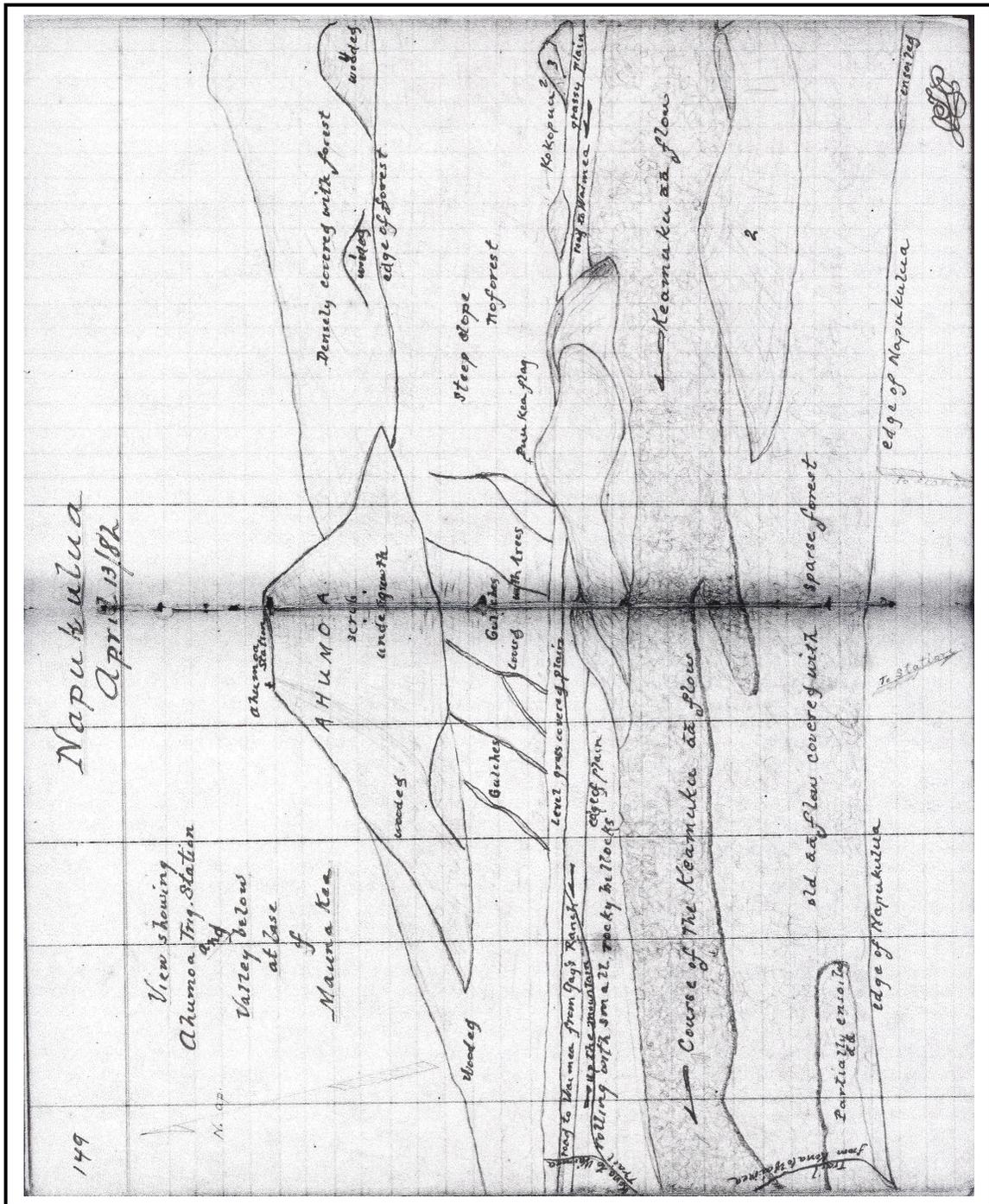


Figure 44. J.S. Emerson Field Book 251:149; View of Ahumoa and portion of Mauna Kea from Napuukulua (April 13, 1882).

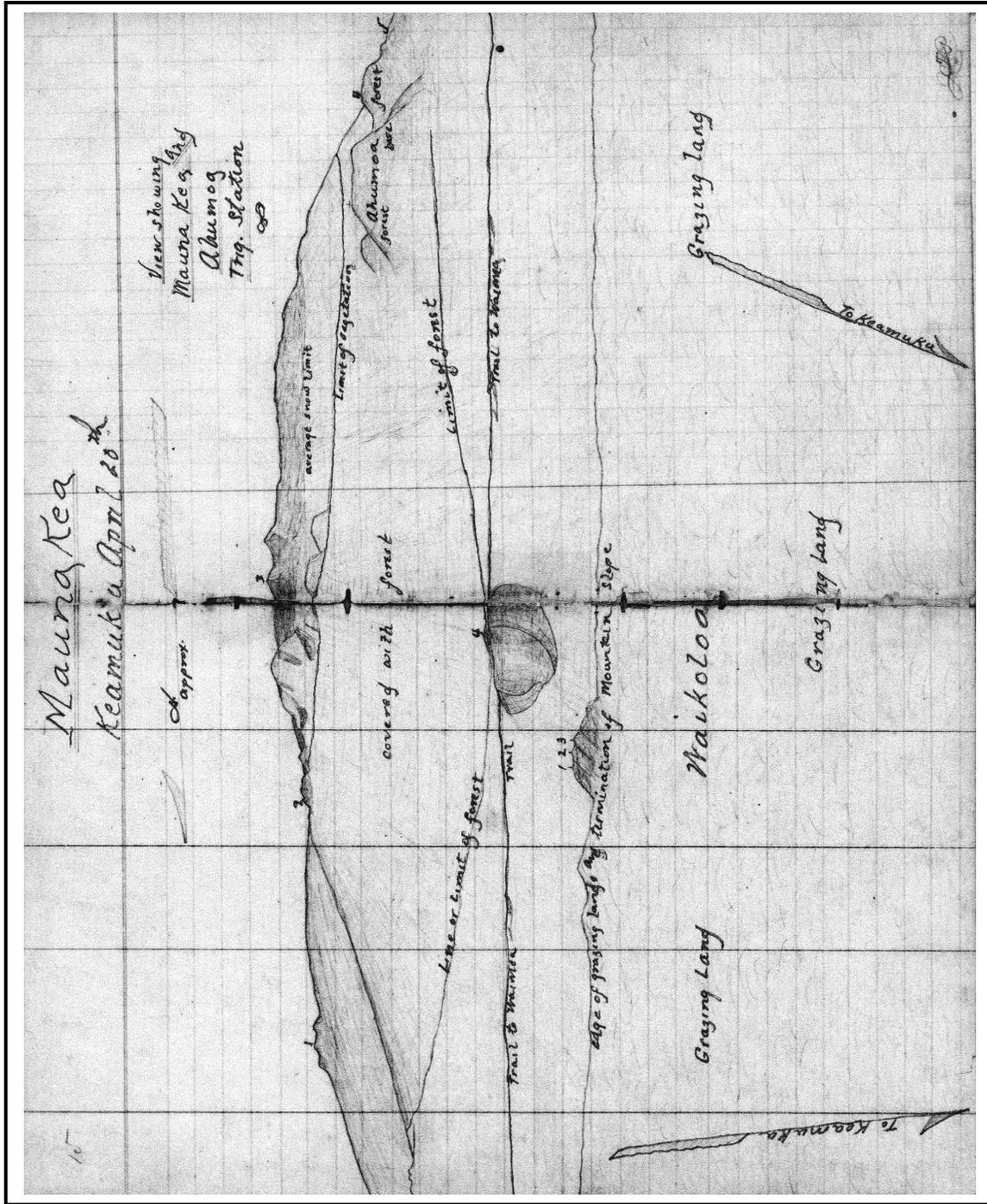


Figure 45. J.S. Emerson Field Book 252:15; View of Mauna Kea from Keamuku (April 20, 1882).

**May 5, 1882**

**J.S. Emerson to W.D. Alexander**

**(Describing survey from Puu Anahulu to Ahumoa and the plateau lands):**

...In spite of a "Mumuku," with clouds of dust and occasional whirlwinds howling past, we have finished up this station in first class shape... *Iakoba has just returned from setting a signal at Naohuleelua, visible from Nohonaohae, Ahumoa, Puu ka Pele, Napuukulua, Puu Waawaa & Kaupulehu.* It will have my careful attention and a thorough locating. *We start at once for Puu Waawaa & then in a few days for Naohuleelua, via Keamuku & Puu ka Pele, a long and ugly road. But the journey must & will be made.*

Perryman is just laying himself out in the matter of topography. His sketches deserve highest praise... We are all well and ready for anything, though our eyes are red and inflamed by the fierce *mumuku*... [HSA – HGS DAGS 6 Box 1]

On May 20<sup>th</sup>, 1882 Emerson penned a description of Pu'u Moanuaiehea, and alluded to a *moa* (chicken or rooster) of some traditional fame that came from the Auwaiakeakua vicinity:

**Moanuaiehea**, from the rooster "*ahea*" that was probably the one that came from **Auwaiakeakua** on the slope of **Mauna Kea**. A rock resembling a rooster is to be found there. [J.S. Emerson Field Book No. 252, May 20, 1882:137]

**May 21, 1882**

**J.S. Emerson to W.D. Alexander**

**(describing survey from Puu Waawaa to Ahumoa):**

...To get a fair sight of **Ahumoa** taxed our patience severally. During the entire ten days we had a clear view for 15 minutes during one morning and 45 minutes one afternoon. The one essential condition for seeing the signal was an illuminated background of fog, in addition to the usual necessity for clear air between the signal & observer. *The ahu on the alaloo at Naohuleelua is in a forest and in a hollow, for which reason the signal was set on a clear hillock about 1000 ft. (one thousand) from the ahu.* This signal was clearly seen from our station at Puu Waawaa and carefully sighted upon. After a council of war, held for the purpose, on May 17, we concluded that as there was a rain & thunder storm in progress in the direction of Naohuleelua, it was inexpedient for this party to attempt a journey to that place at present, & that the logic of events demanded that we get out of that nest of sow bugs and abode of the fog as fast as possible...

...Perryman has embellished the pages of the field book with twenty four neatly executed views and sketches from the various trig. stations we have occupied... [HSA – HGS DAGS 6 Box 1]

**Field Book No. 254**

**August 1882**

**(Descriptions of Stations and Station Marks):**

**...Ahumoa**

Is a station on the western slope of **Mauna Kea** and is a large pyramid like hill. The station is situated on the Northern side of the crater and on the end of the hill nearest to [254:117] the slope of **Mauna Kea**. The underground point marks consist of a large irregular rock, apparently "in situ," marked by a triangle, a drill hole, a pair of spectacle rims are in the hole... *A large "ahu" also surrounds the signal. There remain few trees on the summit as we cut them down.*