

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For NPS use only  
received SEP 13 1983  
date entered JUN 5 1987

1. Name

historic Ala Loa (Kiholo-Puako section)

and/or common Kiholo-Puako Trail

2. Location

Parallels State Highway 19 (Queen Ka'ahumanu Highway)  
street & number from Kiholo Bay to Kalahuipua'a (South Kohala) not for publication

city, town \_\_\_\_\_ vicinity of North Kona and South Kohala Districts  
~~Congressional District~~

state Hawaii code \_\_\_\_\_ county Hawaii code \_\_\_\_\_

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input checked="" type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

1. State of Hawaii	2. Transcontinental Corp./	3. Mauna Iani Resort, Inc.
name Dept. of Land & Natural Resources	Waikoloa	
street & number P.O. Box 621	P.O. Box 3028	P.O. Box 4959
city, town Honolulu	Kamuela	Kawaihae
	vicinity of	state Hawaii

5. Location of Legal Description

courthouse, registry of deeds, etc. Bureau of Conveyances

street & number 1151 Punchbowl Street

city, town Honolulu state Hawaii

6. Representation in Existing Surveys

title State Inventory of Historic Sites has this property been determined eligible?  yes  no

date 1972  federal  state  county  local

depository for survey records Department of Land and Natural Resources

city, town Honolulu state Hawaii

## 7. Description

Condition (primarily)	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	

### Describe the present and original (if known) physical appearance

For the purpose of this nomination, the section of trail being nominated will be referred to as the "Kiholo-Puako Trail." The Kiholo-Puako Trail is part of a more extensive, mid-19th century route. During the mid-19th century, the Hawaiian Government built many miles of new "roads" along the west, south and east coasts of the island of Hawaii, primarily to accommodate saddle and pack animals. Some of these historic trails followed prehistoric foot trails, widening and straightening them, while others were new, more direct routes between widely separated points. A few sections have been incorporated into major thoroughfares used today, but many miles have been abandoned as population centers and land use patterns have shifted.

Then as now, roads were built in sections as economic and political considerations permitted. Construction of the mid-19th century trails was entirely with hand tools, labor being supplied primarily by prisoners and labor tax. Routes were chosen to avoid extreme topographic relief and were kept arrow-straight with only minor corrections in course. Low places were filled, sometimes resulting in sizeable causeways, but "cutting" was limited to chipping off protruding points of boulders or bedrock. Across the rough a'a lava flows the sharp clinker was easily crushed to make a gravel surface. On the smooth pahoehoe lava little effort was required beyond delineating the route with kerbstones and filling low places or holes. The kerbstones served to guide both man and beast across sometimes severe terrain as well as to give a finished, "modern" appearance to a then still new mode of travel. (see photographs)

The Kiholo-Puako Trail (as shown on USGS topographic maps) begins at the northern edge of the vast a'a lava flow named "Kaniku." It follows the eastern border of the land section called "Kalahuipua'a" for about 2500 feet across land now owned by Mauna Lani Resort Inc. The trail continues in a southwesterly direction about 10,000 feet along the eastern boundary of the land of Anaeho'omalu across land owned by Transcontinental Corporation/Waikoloa. Where it descends from the Kaniku lava flow onto the pahoehoe (inland of the ponds at Anaeho'omalu), the trail passes through a major field of petroglyphs, rock carvings made by the Hawaiians at a traditional resting place. At Kapalaoa the trail leaves the South Kohala District and enters the North Kona District where it crosses the large state-owned lands of Pu'uanahulu (11,550 feet) and Pu'uwa'awa'a (12,300 feet) to "Point E" at Kiholo Bay. The total length of the trail nominated is approximately seven miles, and its width varies between 80 and 61 inches. Along the dry, west coast, dominated by geologically recent lava flows from Mauna Loa and Hualalai, many miles of the Kiholo-Puako Trail are plainly visible, lined with kerbstones and in still good condition. Between "Points C and D and at Point E," the Kiholo-Puako Trail has become overgrown with vegetation and is all but impassable.

Running roughly parallel to the Kiholo-Puako Trail is what is thought to be its "forerunner," a prehistoric foot trail traditionally referred to as "Ala Loa." The "forerunner" is at times clearly visible from the Kiholo-Puako Trail and was traveled prior to the widespread use of saddle and pack animals and the construction of the Kiholo-Puako Trail.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** See below      **Builder/Architect** various

### Statement of Significance (in one paragraph)

The section of 19th century trail included in this nomination is probably the longest and best preserved segment remaining on public land on the island of Hawaii. It is highly visible in the bare lava flows and is now readily accessible to the public. The trail represents a major public work by the government of the Kingdom of Hawaii. Although the precise dates of construction have not yet been determined, most of the trail included in this nomination was probably completed late in the 19th century. Prior to the introduction of horses in 1803, travel in Hawaii was by foot and canoe. Foot trails typically were adapted to the terrain and were narrow and irregular. They served to connect communities with one another, and some trails crossed the island to facilitate communications among ruling chiefs. When draft and saddle animals became common, trails became wider and straighter to accommodate the large animals. Kerbstones were added to guide horses as well as to delineate the trail in barren places. Routes were altered to avoid steep or rough ground inaccessible to horses. As the western money economy replaced the aboriginal subsistence economy, commerce and traffic increased. With greater engineering sophistication, roads were "improved" by straightening and widening to speed the movement of people and goods. Such a sequence of development can be seen along much of the trail here nominated: an ancient shoreline foot trail still used by fisherman; an ancient, winding "forerunner" trail, well-suited to foot travel, lying roughly parallel to the Kiholo-Puako Trail; and further inland a modern highway paved with asphalt and used by motorized traffic at ten times the speed of horses.

# 9. Major Bibliographical References

Apple, Russell A. Trails: From Steppingstones to Kerbstones, Bernice P. Bishop Museum, Special Publication 53, Honolulu, Hawaii 1965.

# 10. Geographical Data

Acreage of nominated property Estimate - 4.81 acres

Quadrangle name see verbal description below

Quadrangle scale 1:24,000

UMT References (unclosed figure)

A	<u>0</u> <u>5</u>	<u>1</u> <u>9</u> <u>9</u> <u>5</u> <u>5</u> <u>0</u>	<u>2</u> <u>2</u> <u>0</u> <u>7</u> <u>8</u> <u>4</u> <u>0</u>	B	<u>0</u> <u>5</u>	<u>1</u> <u>9</u> <u>8</u> <u>6</u> <u>0</u> <u>0</u>	<u>2</u> <u>2</u> <u>0</u> <u>5</u> <u>8</u> <u>6</u> <u>0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>0</u> <u>5</u>	<u>1</u> <u>9</u> <u>5</u> <u>9</u> <u>2</u> <u>0</u>	<u>2</u> <u>2</u> <u>0</u> <u>1</u> <u>7</u> <u>6</u> <u>0</u>	D	<u>0</u> <u>5</u>	<u>1</u> <u>9</u> <u>5</u> <u>2</u> <u>4</u> <u>0</u>	<u>2</u> <u>2</u> <u>0</u> <u>1</u> <u>1</u> <u>8</u> <u>0</u>
E	<u>0</u> <u>5</u>	<u>1</u> <u>9</u> <u>3</u> <u>7</u> <u>9</u> <u>0</u>	<u>2</u> <u>1</u> <u>9</u> <u>8</u> <u>5</u> <u>0</u> <u>0</u>	F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>

**Verbal boundary description and justification** The "Kiholo-Puako Trail" is shown on the USGS 7.5 minute series topographic quadrangles, "Pu'u Hinai," "Anaeho'omalu" and "Kiholo." Point A is on "Pu'u Hinai" quad., Points B,C, and D are on "Anaeho'omalu" quad., and Point E is on the "Kiholo" quad. The trail from Point A to Point D is laid out in straight segments and edged with kerbstones; from Point D to E, the trail is irregular in its course and lacks kerbstones.

state	N/A	code	county	N/A	code
state		code	county		code

# 11. Form Prepared By

(Mauna Lani Resort, Inc. assisted in identification of "UTM References")

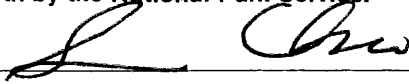
name/title	Deborah Chang Abreu/President and Lloyd J. Soehren/Consulting Archaeologist		
organization	Na Ala Hele ("The Trails")	date	January 10, 1983
street & number	P.O. Box 1572	telephone	325-7788 (res.) 323-2629 (office)
city or town	Kealahou	state	Hawaii

# 12. State Historic Preservation Officer Certification

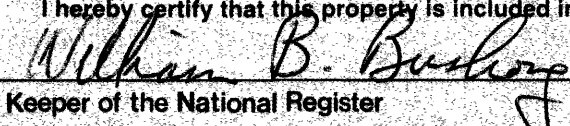
The evaluated significance of this property within the state is:

national     state     local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

title \_\_\_\_\_ date SEP - 8 1983

**For NPS use only**  
 I hereby certify that this property is included in the National Register  
  
 Keeper of the National Register      date 6/5/87  
 Attest: \_\_\_\_\_ date \_\_\_\_\_  
 Chief of Registration

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Continuation sheet

Item number 7

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Like our modern freeways, the Kiholo-Puako Trail bypasses several small settlements along the shore. The nominated trail joined the valuable fishponds at Kalahuipua'a and Anaeho'omalu, once owned by Queen Kalama, consort of Kamehameha III, with Kiholo, an important shipping point during the 19th century, first for salt and hides, later for the cattle ranch developed inland. The trail (of which the nominated trail is a part) was used well into the 20th century for moving cattle from ranches located in North Kohala to Pu'uwa'awa'a Ranch.

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Continuation sheet SIGNIFICANCE

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The trail is significant for its associations with the history of transportation on the island of Hawaii. This horse trail was an improvement of an earlier foot trail that encircled the island. The improvements were made to accommodate the increased use of horses in Hawaii as a means of transportation for both people and commercial goods. The construction of the trail greatly facilitated over-land travel on the island, making the various sections more available to each other. The specific dates of significance are 1870-1930, with the period 1880-1920 representing a time when the horse population on the island of Hawaii was at its peak.

From Road Supervisor's Reports for the Island of Hawaii, it appears this segment of Ala Loa was constructed between 1869-1872.

The trail is also significant in the economic history of the island of Hawaii as it improved the transportation of goods from one section of the island to another. This specific segment greatly improved the transportation facilities between the harbor at Kawaihae to the coastal village of Puako.

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Continuation sheet

GEOGRAPHICAL DATA

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Verbal boundary description and justification (cont.)

This nomination is an 80-inch wide, stone paved pathway that extends from Kiholo to Puako, a distance of approximately seven miles.