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**HON. W. O. SMITH'S PAPER**  
**ON THE HISTORY OF KOLOA**

(Continued from last issue.)

He owned a herd of cattle and horses and his brand was the number 45. He gave as a reason for selecting this brand that opposite his old home in England there was a milestone marked 45, and the figures were impressed upon his mind when he was a child.

John Hobbs, another Englishman who had been a sailor, was short, stout and florid. He was a harness-maker by trade and a good workman. He had a native wife and their oldest daughter was the wife of George Charman. John Hobbs lived over the East side of Koloa about half way between where we lived and the present new Koloa mill.

Not far from where Mr. Hobbs lived, a Welshman by the name of Robert Brown had his home. He was a thoroughly trained blacksmith, and for many years was blacksmith for the Koloa Plantation. He was a good horseman and for years had a fiery horse which he rode, and his horsemanship was greatly admired by the children.

Another man was John Cook, a carpenter, who also was a Welshman. He and Robert Brown were great friends and later became Mormons and visited Salt Lake City and were among those who followed Walter Murray Gibson and went with others to Gibson's New Zion on Lanai. In later years, when reference was made to them of their Lanai experience, an odor of brimstone was perceptible. John Cook was a carpenter of the old school and was a good house-builder. He was born June 14, 1824, arriving at these Islands September 16, 1844 as a carpenter on a whaling ship. He is now at Fred Baldwin Memorial Home at Paia, Maui, and became ninety years old in June last.

John Moore, every tall and commonly known as "Long Carpenter", lived for many years in the upper part of Koloa at a place later occupied by James Mondon; and a little further down the road a blacksmith by the name of Joe Weitch had his home. His daughter, Mary Ann, was a very pretty girl and she married Mr. C. F. Newman, and after his death she married Mr. Conradt, and after his death she married Louis Kahlbain.

Another old resident was Mr. Hayward who also had a native family. His oldest son Henry Hayward was a stone mason and was mighty in building stone walls and houses.

Mr. Titus was a bricklayer by trade. His oldest daughter married W. H. Wright, a wheelwright by trade, who for many years was the carpenter and later engineer for the plantation.

Hiram Friesenberg was an American who cultivated sugar cane and plowed land by contract and performed other like work. His wife was the oldest daughter of John Kellett, and one of his daughters is Mrs. Deverill of Hanalei. He was commonly known as Mr. Hiram.

Among other foreigners of Koloa were Alvan Blake and L. D. Neal, both of whom were carpenters, and James Mondon who was a wheelwright. Among the later residents was James Gray who had served in the British Navy, and was known as "Man-of-war Jim."

Early in the century ships engaged in whaling began to call at these Islands for supplies, and during the early thirties and up to the time of the Civil War in America their numbers increased. The chief whaling season was from February and March in the early spring, when the ships went North in the Arctic, till the ice drove them away, and they returned in the fall of the year. After discharging their cargoes of oil which was stored in casks, and

obtaining fresh supplies, they would go South along "the Line." Whales captured in the South Seas were often sperm whales, and after cruising there two or three months they would return to these Islands and recruit before proceeding North again.

The most of the whaleships came from New Bedford, New London and Nantucket. They would fit out for a three years' voyage and after each season, or when the ships were full, they would call here to tranship the oil to be forwarded to the home ports. At the end of the three years' cruise the ships would return home carrying their own cargo.

Honolulu was the chief port of call, as there the cargoes were transhipped and money was obtained to pay off the crews. The pay of the officers and men was a certain percentage of the catch, and at Honolulu the price of oil was ascertained and the amount of money due the crews was advanced by business firms in Honolulu, as also money for supplies and repairs, and drafts taken on the home owners. Some ships discharged at Hilo but the greater number came to Honolulu. Supplies, which consisted mainly of vegetables, beef, pork, firewood and water, were obtained not only at Honolulu, but frequently at Kawaihae on Hawaii; at Kalepele and Lahaina on Maui and at Koloa and Waimea on Kauai.

Koloa was one of the favorite places of call for such articles as sweet potatoes, beef, pigs and firewood. Next to Honolulu more ships called at Lahaina than at any other port.

Until the sugar business developed the whaling business was one of importance. Sometimes nearly three hundred whaling ships would call at Honolulu in one season and seventy or eighty at Lahaina and forty to sixty at Koloa. These ships required large quantities of supplies especially for the cruise to the North and gave the natives opportunity to sell potatoes, vegetables of various kinds, fruit and pigs.

Moreover many of the young Hawaiian men shipped as sailors and they made good whalers. Entering into the contracts was called "shipping," and while the pay depended upon percentage of the catch a certain amount of money was advanced to each sailor upon his shipping. This system was followed by the sugar planters in making contracts with the laborers and the form of the contract followed the general form of the contracts made under the American shipping laws. The penalty of imprisonment for not faithfully performing the terms of the contract, and for desertion, was taken from the United States shipping laws. While there were abuses under this system and later there were those who denounced it, it was under the conditions then existing, a wholesome system, especially so after Chinese came to the Islands in large numbers. However, the system did live its usefulness.

Seamen who were expert in harpooning whales were much sought after for officers and boat-steerers. (The position taken by a boat-steerer when chasing whales was not in the stern of the boat, but in the bow.) An anecdote is told of two sailors discussing the merits of a certain mate, one of the sailors denouncing him severely and calling him a blankety fool, while the other defended him and dwelt upon his skill and success in striking whales. And after a heated discussion, in which forceful whaling language abounded, the one who defended him concluded by insisting "Well, no matter how big a fool a man is so long as he has good judgment."

(Continued to next issue.)

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K. C. HOPPER,  
Business Manager.

Sworn to and subscribed before me this 31st day of March, 1915.  
[SEAL]

A. G. KAULUKOU,  
Notary Public.

Lihue, Hawaii.

**Ford's Mid Pacific**

The Mid-Pacific Magazine for April is out. It contains one Kauai article, an account of a ramble through Waimea Canyon by Alexander Hume Ford. There are numerous other interesting articles, descriptive of countries around the Pacific.

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**Gone To Hanalei**

The Thimells of Lihue, and Miss Dora Pickett of Hanalei, went to Hanalei last Friday to spend ten days, exploring, sight seeing and taking photographs of interesting scenery.

**Mrs. Labenz Stricken**

Mrs. Labenz, an elderly lady of Lihue, returned home by the boat from a very low state as a result of a stroke of paralysis sustained while visiting in Honolulu. It is a case of what is designated as complete paralysis, and it hopes less.

**The Supervisors**

A meeting of the county supervisors will be held tomorrow morning. It is understood that only routine business will be transacted.

**Silva In Gilt Chair**

Former Representative J. V. Silva of Hilo, Kauai, is spending another week in the city. He was a caller in the house of representatives yesterday and, at the request of Speaker Holstein, occupied a gilded chair in the distinguished visitor's row.

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