

**ARCHAEOLOGICAL INSPECTION, ARCHIVAL AND MAP RESEARCH,  
AND ORAL INTERVIEWS OF HISTORIC HŌLUALOA HUI  
ACCESS EASEMENTS MAUKA (EAST) OF THE ROYAL VISTAS  
PROJECT AREA, HŌLUALOA 1<sup>ST</sup> AHUPUA‘A,  
NORTH KONA DISTRICT, HAWAI‘I ISLAND, HAWAI‘I  
[TMK: (3) 7-6]**

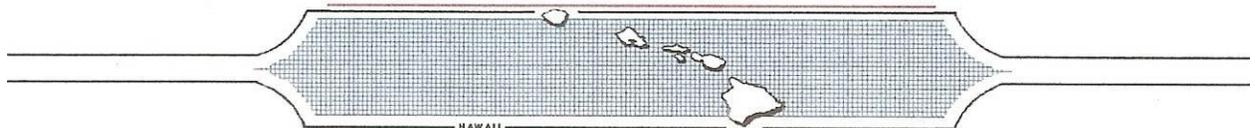
Prepared By:

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&  
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**2024  
FINAL**

Prepared for:  
**Kona Three, LLC**  
101 Hualālai Street  
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Hawai‘i Island Office: PO Box 155 Kea‘au, HI 96749

## ABSTRACT

At the request of property owner Kona Three, LLC, Scientific Consultant Services, Inc. (SCS) conducted an archaeological inspection of five Historic era Hōlualoa Hui access easements (Way) located in Hōlualoa 1<sup>st</sup> Ahupua‘a [TMK: (3) 7-6] *mauka* (east) of the Royal Vistas project area [TMK: (3) 7-6-021:016, 017 (por.)], North Kona District, Island of Hawai‘i, Hawai‘i. The Royal Vistas project area and lands *mauka* of the project area were used for cattle ranching and commercial agriculture, primarily coffee farming, from the mid-1800s until the present. The owner is proposing to develop the property and contracted the archaeological study at the request of the County of Hawai‘i Planning Department. The access easements were inspected to identify their characteristics and to determine if they are associated with archaeological sites within the Royal Vistas project area.

Prior to the inspection fieldwork, a search of geological maps, aerial photos, historical maps, historical documents, and archaeological reports was conducted. The site inspection was conducted January 25, 2023 by SCS Senior Archaeologist Glenn Escott, M.A. An extensive map and land documents search and review, as well as oral historical interviews were conducted after the initial fieldwork.

Five of eight Historic era Hōlualoa Hui access easements were inspected in order to determine their relationship to previously identified archaeological sites within the Royal Vistas project area. The easements, based on an extensive archival map and land documents search and review, appear to have been created as Hōlualoa Hui property access easements. There are no maps, or land survey documents that depict or state that the easements or other trails continued across the railroad or onto the current project area. As the easements (Ways) were drivable and provided *mauka-makai* access to Hōlualoa Hui property owners, and as the Historic eras Site 50-10-37-24211 trail (Way #5) was used for all-purpose *mauka-makai* travel and hauling, it is considered a public way and not private property.

There is a *mauka-makai* ranch road and wall along the project area south boundary (north of the seasonal gulch). The road follows a waterline along the wall. The waterline terminates at the former Gouveia ranch structures in the southwest corner of the project area.

There is a single dash-line depicted on the 1928 Strip Map and the 1928 USGS Kailua Quadrangle map in the vicinity of LCA 3660. The line represents a *mauka-makai* unimproved road or trail, possibly a cattle or jeep trail associated with the Gouveia Ranch property. It might have been used by the Gouveias to drive cattle down to the coast for shipping.

Based on oral interviews of longtime residents, Historic era to modern *mauka-makai* travel was primarily along government roads and not on trails across private property. A study of three high resolution aerial photographs of the Hōlualoa area dated 1950, 1958, and 1972 do not show trails crossing the project area. They do show rock walls, cattle chutes, corrals, pens, and government roads. The only visible trail in all three aerial photography is the Kealakowa‘a Trail south of the project area.

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## **INTRODUCTION**

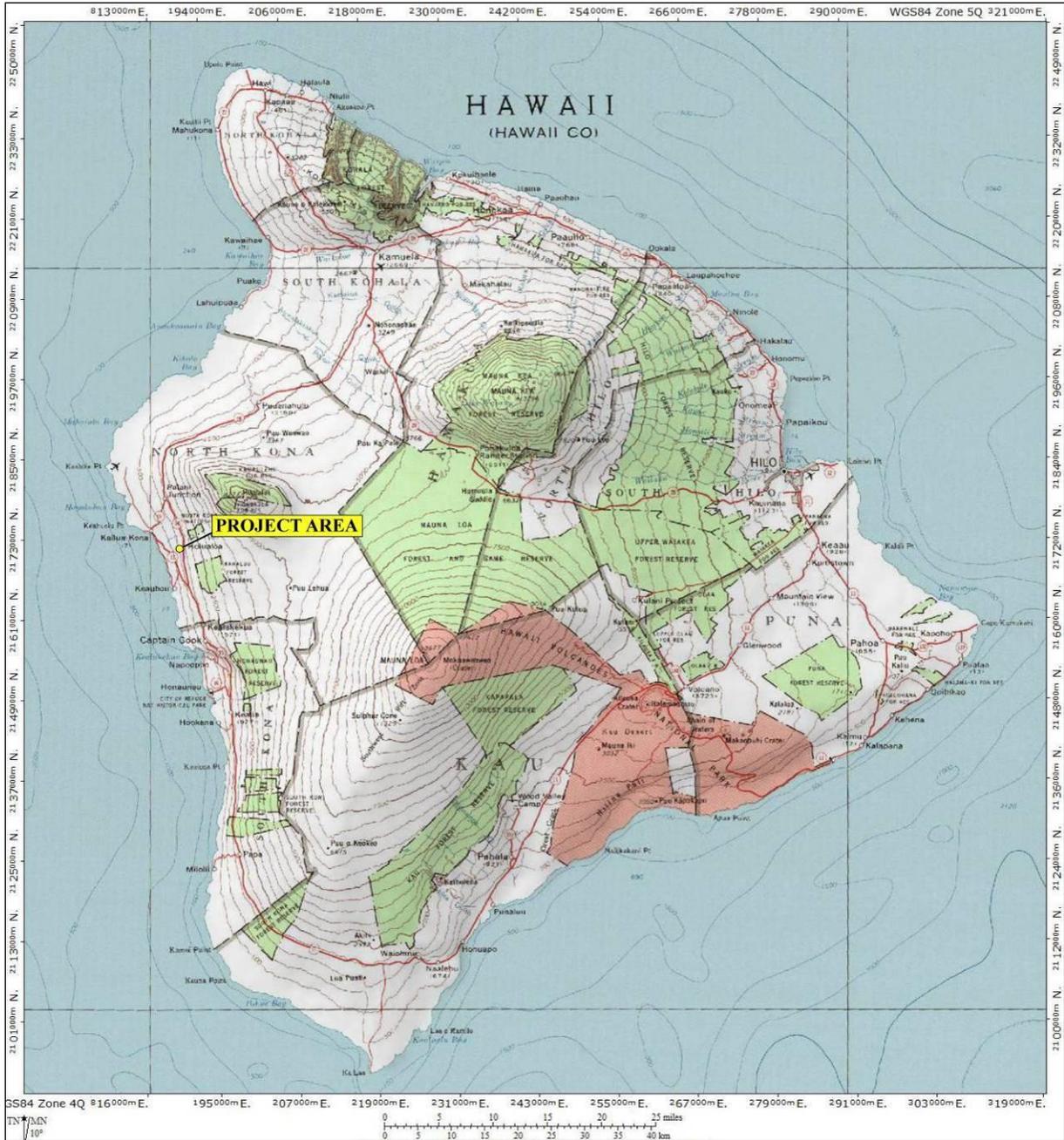
At the request of property owner Kona Three, LLC, Scientific Consultant Services, Inc. (SCS) conducted an archaeological inspection of five Historic era Hōlualoa Hui access easements (Way) located in Hōlualoa 1<sup>st</sup> Ahupua‘a [TMK: (3) 7-6] *mauka* (east) of the Royal Vistas project area [TMK: (3) 7-6-021:016, 017 (por.)], North Kona District, Island of Hawai‘i, Hawai‘i (Figure 1 through Figure 4). The owner is proposing to develop the property and contracted the archaeological study at the request of the County of Hawai‘i Planning Department. The access easements were inspected to identify their characteristics and to determine if they are associated with archaeological sites within the Royal Vistas project area.

## **ARCHIVAL METHODS**

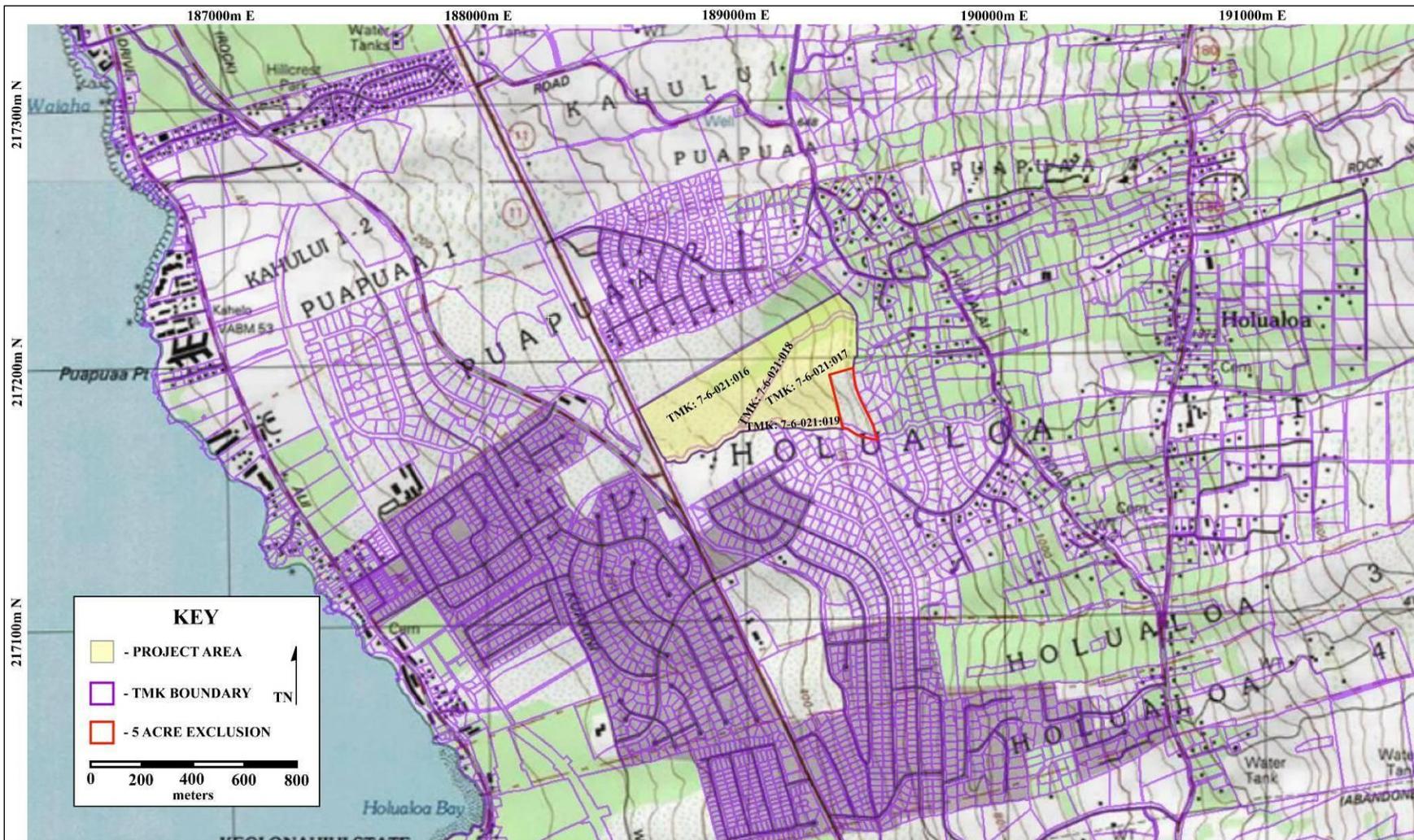
In addition to referencing available resources at SCS, archival research was conducted in the State Historic Preservation Division (SHPD) report database and library facility (Hilo, HI), the County of Hawai‘i Planning Department land records office, the *Waihona ‘Aina Māhele* database website, Ulukau database website, the Papakilo database website, the Hawaiian collections holdings at the University of Hawai‘i-Hilo Library, and the Hawai‘i State Library system. Archival work consisted of research on the history and archaeology of the project area, as well as specific searches of previous archaeological studies in and around the current project area. Historic land use data, land ownership, maps, and narrative information were obtained from the Hawai‘i County land records office, Hawaiian internet sites, and the University of Hawai‘i, Hilo.

## **FIELD METHODS**

Scientific Consultant Services, Inc. (SCS) Senior Archaeologist Glenn Escott, M.A. conducted a site inspection on January 25, 2023 of five access easements/trails (Way) previously surveyed and mapped on the 1914 Hōlualoa Hui Partition Map, Sheet Number 1; and previously identified Sites #50-10-37-30595, 30601, and 31182, Feature 2 and Feature 3 (Escott and Escott 2018 and Escott and Escott 2021) in the northeast quadrant of the Royal Vistas project area (see Figure 3 and Figure 4). Glenn Escott was the Principal Investigator and Project Director. Two follow-up site visits were conducted with members of Nā Ala Hele (NAH) and the County of Hawai‘i Planning Department Cultural Resources Commission (CRC).



**Figure 1: 5,500 K-Series Map of Hawai'i Island Showing Location of Project Area (National Geographic Topo!, 2003. Data Sources: National Geographic Society, USGS).**



**Figure 2: 7.5-Minute Series USGS Topographic Map Showing Location of Royal Vistas Project Area (Kealakekua Quad, ESRI, 2013. Data Sources: National Geographic Society, USGS).**

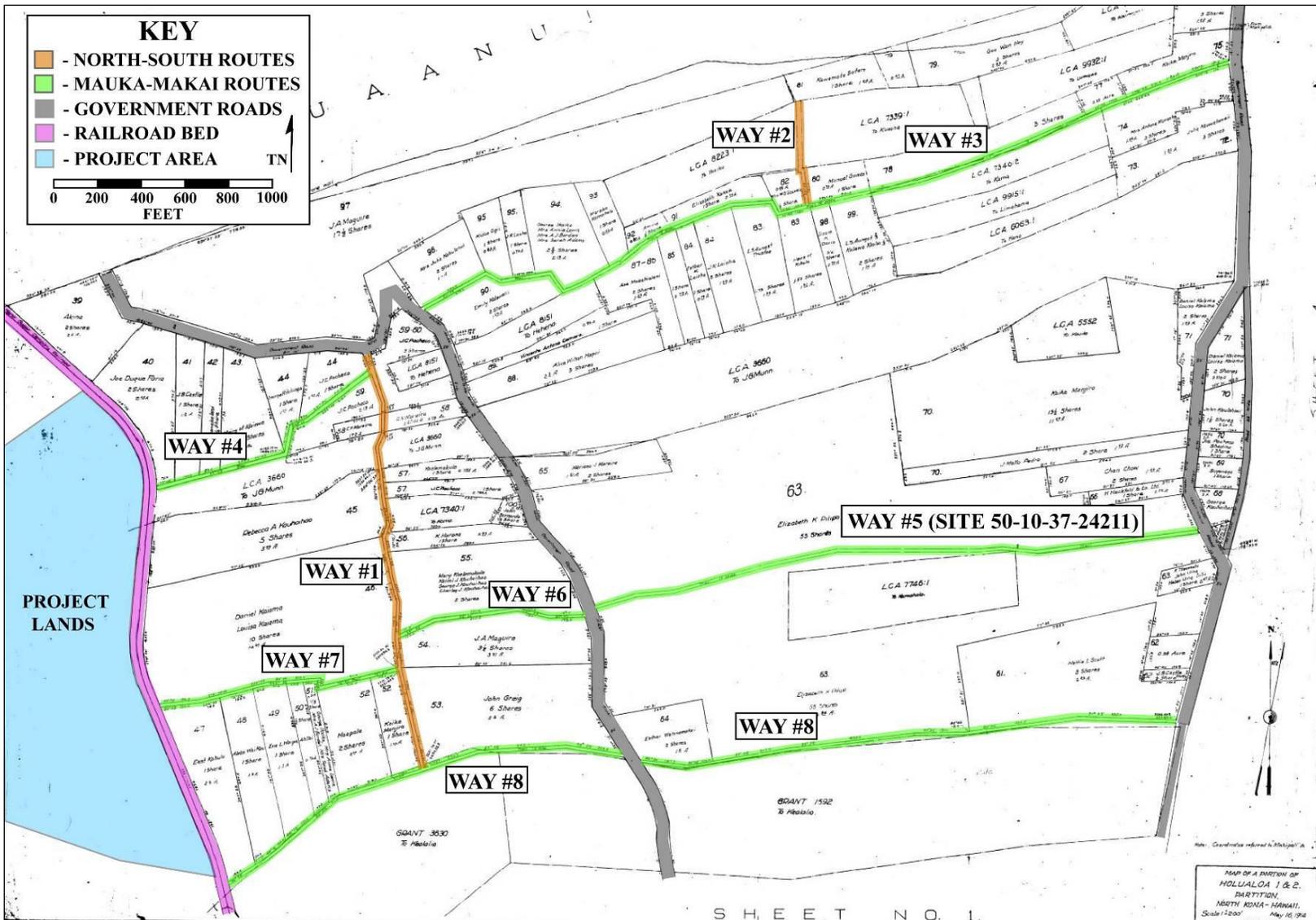
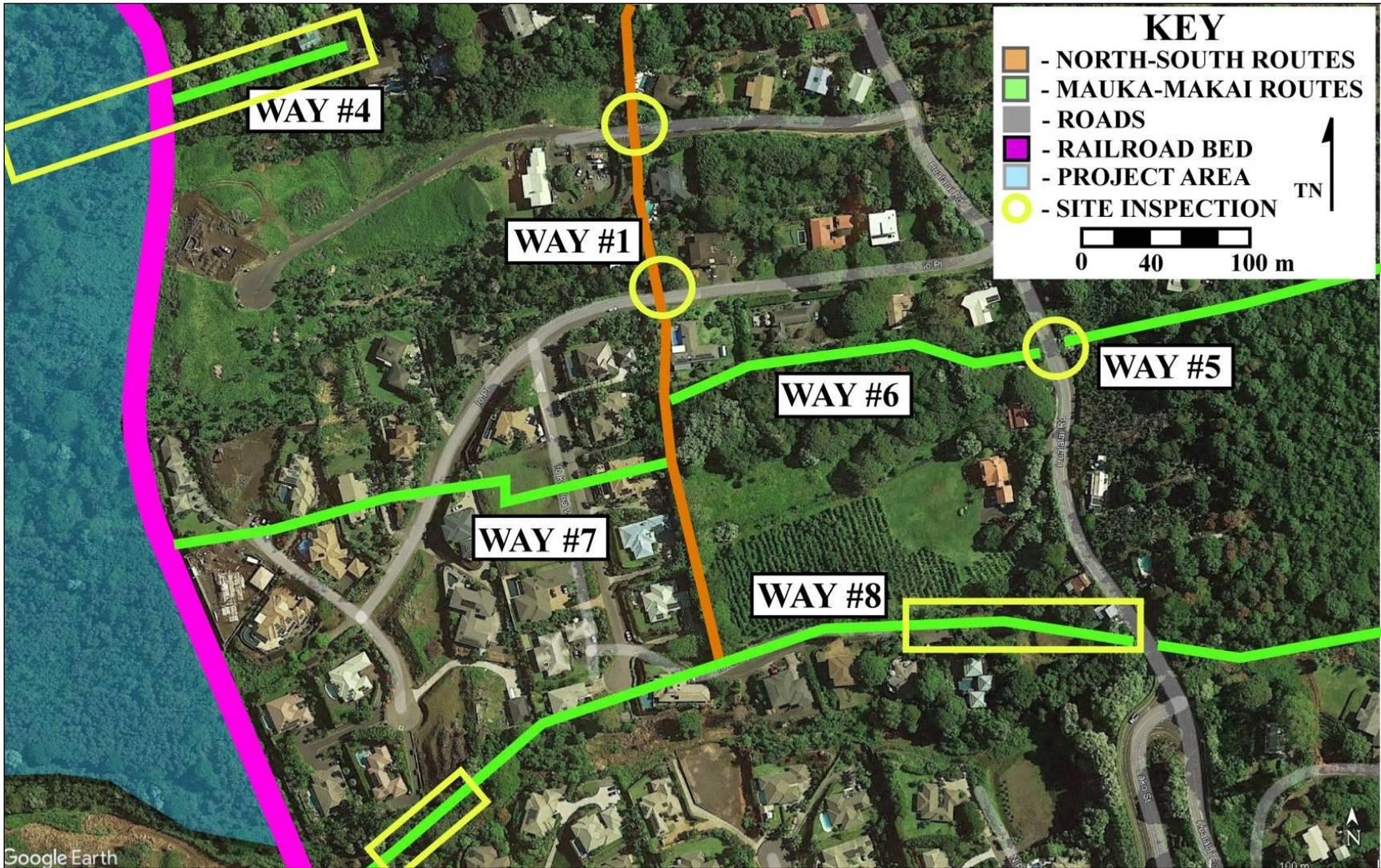


Figure 3: 1914 Hōlualoa Hui Partition Map, Sheet Number 1 Showing Lots, Roads, Routes (Ways), Railroad Bed, and Project.



**Figure 4: Aerial Photograph Showing Ways (Orange and Green Lines) East of Project and Areas Inspected (Yellow Outline), Hōlualoa, HI, Zone 5 North, 189750 m E, 2171950 m N. (Google Earth, 2019 Image. Data Sources: Digital Globe, GeoEye, Earthstar, USDA, and USGS).**

GPS points for sites were plotted in the field using a Garmin GPSMAP 64 GPS. Site points were plotted in ArcGIS using Universal Transverse Mercator (UTM) units (Zone 5 North) and NAD83 datum. Photographs were taken using a 25 cm north arrow scale with 5 cm black and white increments. Site documentation included type, function, construction method, and age. Type, function, and age were determined by observing environmental context and topographic location, feature size and shape, construction material, and construction methods.

## **SITE INSPECTION RESULTS**

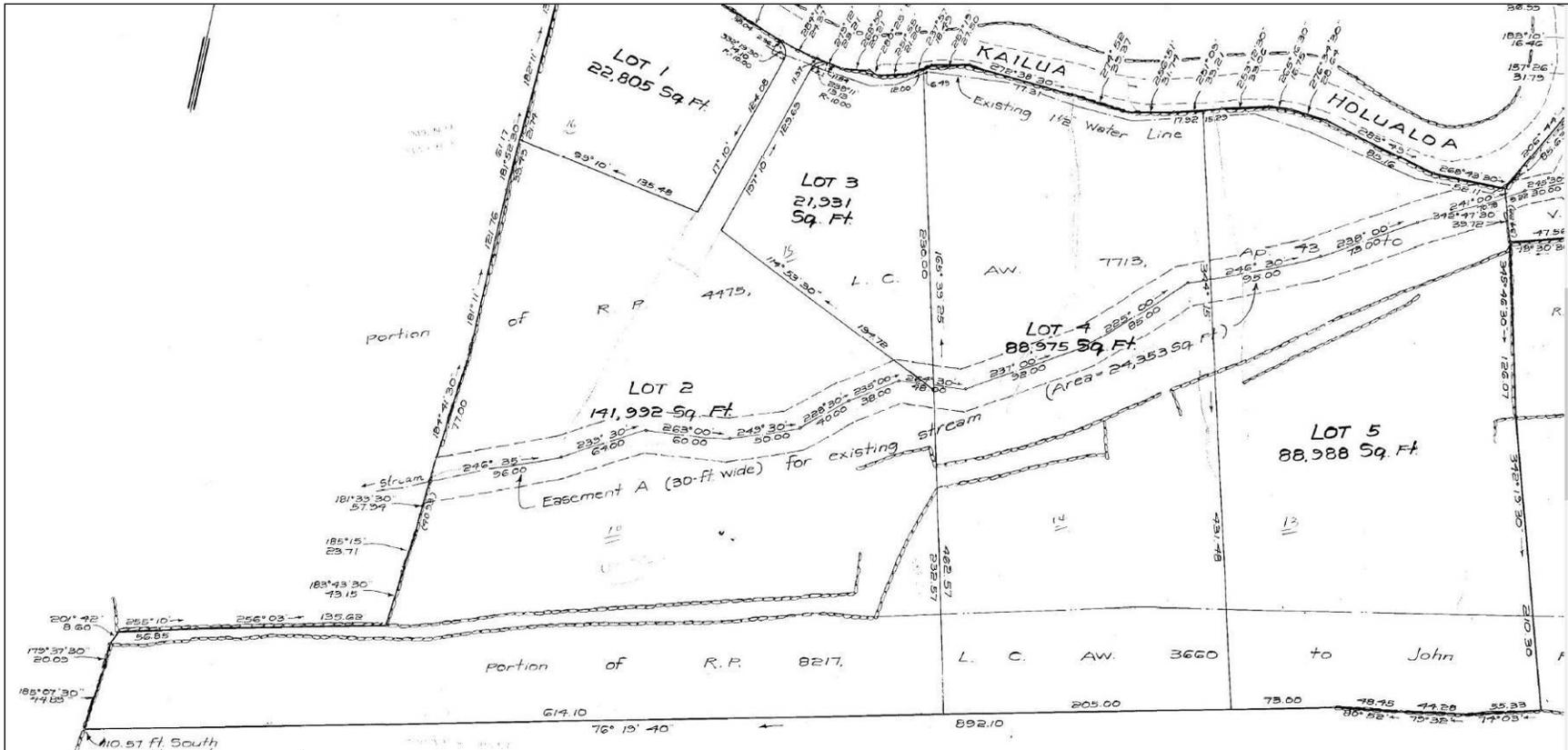
Eight access easements/trails were depicted on the partition map (labeled Way #1 through Way #8 in Figure 2). Way #1, Way #4, Way #5, Way #6, Way #7, and Way #8 were inspected as part of the field work. The purpose of the inspection was to locate, take GPS points, photographs, and document the access easements/trails features and characteristics. The results of the site inspection are documented below in the order the ways were visited.

### **WAY #4**

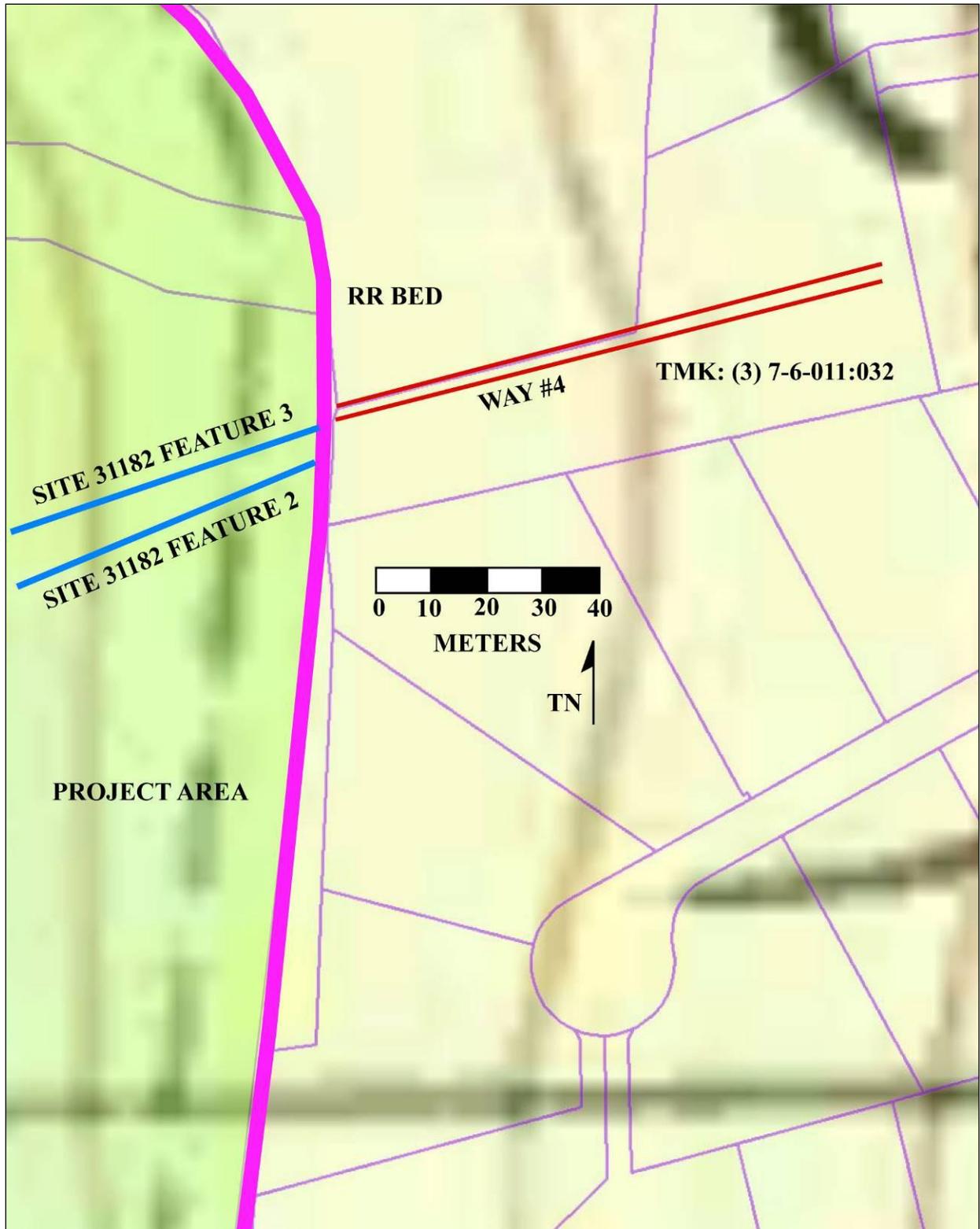
Way #4 is a *mauka-makai* access easement/trail located in the northwest quadrant of the 1914 Hōlualoa Hui Partition Map, Sheet Number 2 (see Figure 2 and Figure 3). The west terminus of Way #4 is shown at the eastern edge of the former railroad bed. From the railroad bed, it continues east/northeast adjacent to and outside of the northern boundary of LCA 3660. It turns north midway along its length, turns a second time to the northeast, and terminates at north-south Way #1 (Alanui Kawila).

Way #4 is labeled 12 feet wide on the map. The rock walls on either side of the trail were surveyed and mapped on the Subdivision #2915 Plan (1970) (Figure 5). The trail easement is not depicted on the plan and the omission shows the trail to be within Lots #2, #4, and #5. The west terminus of the trail is labeled 8.6 feet wide, and the overall width of the trail appears to be between 8.0 and 10.0 feet wide.

Way #4 was located within TMK: (3) 7-6-011:032 (Figure 6). The trail walls begin at the *mauka* edge of the railroad bed and continue east/northeast for approximately 350.0 feet (107 meters). The corridor between the walls ranges from 8.0 to 11.0 ft (2.44-3.35 m). The walls are between 2.3 and 3.3 ft (0.7 and 1.0 m) in height. They are constructed of stacked angular and subangular basalt large cobbles and small boulders (Figure 7). The rocks are tightly fitted, the walls are bi-faced, and the wall faces slope slightly inward from their base to their top.



**Figure 5: Subdivision #2915 Plan (1970) Showing Lots, LCA 3660 North Boundary, and Rock Walls along the North and South Edges of Way #4.**



**Figure 6: 7.5-Minute Series USGS Topographic Map Showing Location of Way #4, Site 31182 Wall Feature 2 and Feature 3 and Project Area (ESRI, 2011. Sources: National Geographic Society, USGS. Kealakekua Quadrangle).**



**Figure 7: Photograph of Way #4 North Wall Taken Near the East Terminus, Looking West.**

The wall construction style and dimensions are typical of Historic era and early modern walls documented on Hawai'i Island. The eastern ends of the walls have been bulldozed near the east boundary of Parcel 032 (see Figure 6) and are no longer present. Roughly 100 ft of the two walls near the eastern terminus are partially tumbled (Figure 8), though the middle and the western portions of the walls are in good condition.

It is likely that Way #4 was designed to provide access to Hui lots, though the lots adjacent to Way # 4 also are accessible from modern Hualālai Road. Additionally, the trail corridor is bounded by continuous walls on both sides. The portion of trail inspected does not have openings to access lots north of it. The walls might have been constructed after the trail was no longer used and might account for the narrow width of the trail. Given the narrow width of the corridor, it is obviously a non-vehicular way and was likely traversed by foot. Way #4 allowed travel from Way #1 to the railroad bed.

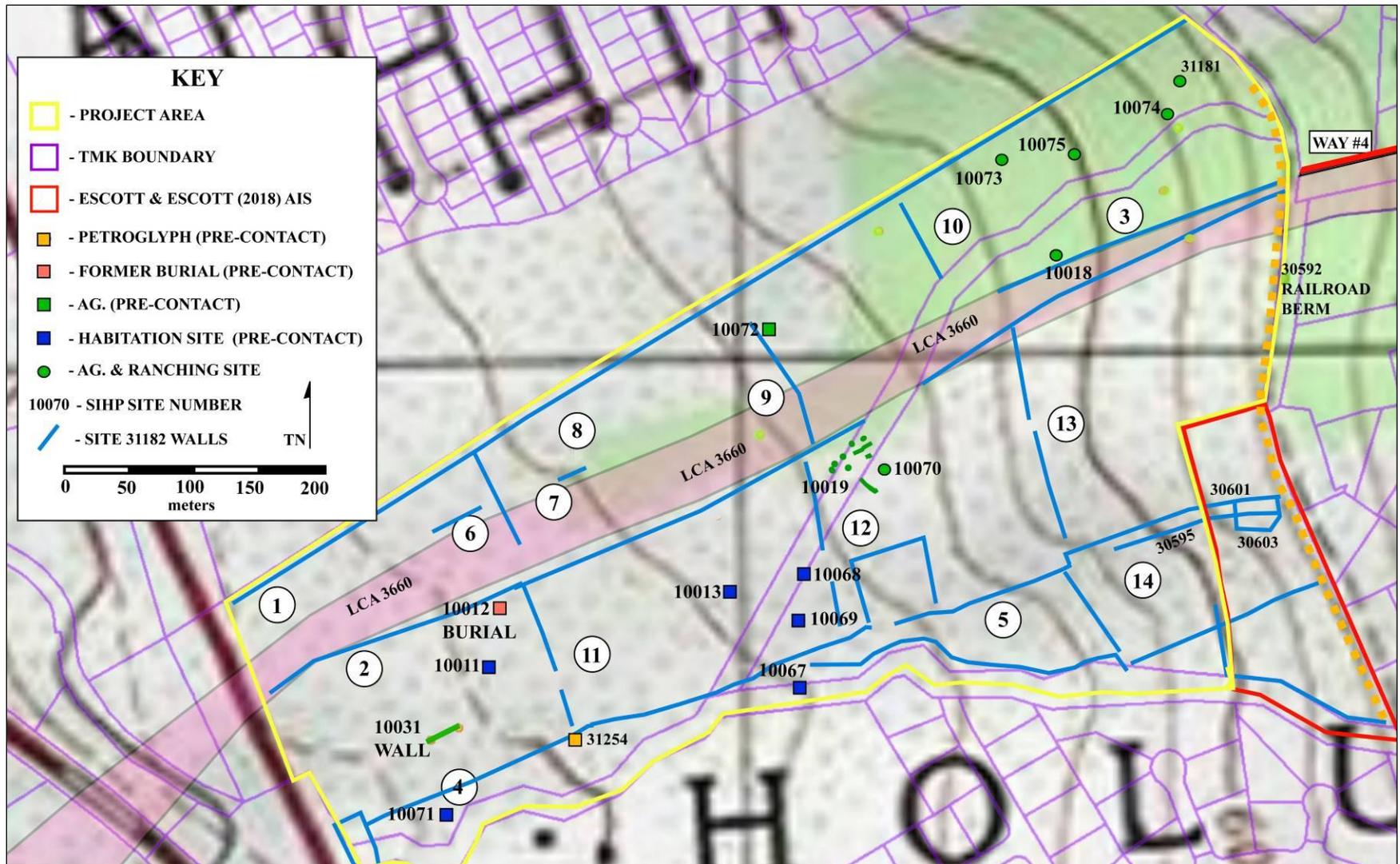
**Site 31182, Feature 2 and Feature 3** are *mauka-makai* rock walls with eastern termini at the *makai* edge of the railroad bed (see Figure 6, and Figure 9 through Figure 11). Feature 2 continues west to the west boundary of the Royal Vistas project area, with a gap where there is a seasonal gulch. Feature 3 continues west to the edge of a seasonal gulch, though remnant line footing stones from the wall were identified *makai* of the gulch.

The two walls are approximately 20.5 ft (6.25 m) apart from each other at their eastern ends and become wider apart as they continue west. They are approximately 80 ft (24.4 m) apart from each other at the western terminus of Feature 3. At the eastern end, the exterior sides of the two walls are almost 30 apart from each other.

The walls are between 2.62 and 2.95 ft (0.8-0.9 m) wide by 2.95 to 4.26 ft (0.9-1.3 m) in height. The walls are constructed of stacked angular and subangular large cobbles and small boulders (see Figure 10). The rocks are somewhat fitted and are bi-faced. The walls are collapsed in places near their eastern termini and are in poor condition (see Figure 11). The wall construction style and dimensions are typical of Historic era ranch and property boundary walls documented on Hawai'i Island.



**Figure 8: Photograph of Way #4 Corridor and Walls Showing Tumble 100 Feet from the East Terminus, Looking East.**



**Figure 9: 7.5-Minute Series USGS Topographic Map Showing Location of Project Area, LCA 3660, Way #4, and Archaeological Sites (ESRI, 2011. Sources: National Geographic Society, USGS. Kealakekua Quadrangle).**



**Figure 10: Photograph of Site 31182 Feature 2 and Feature 3 Walls Near Their Eastern Termini, Looking West.**



**Figure 11: Photograph Site 31182 Feature 2 Wall Construction and Collapse, Looking Northeast.**

The Site 31182 Feature 2 and Feature 3 wall construction is not similar to the Way #4 wall construction. The Way #4 walls are built much better. The rocks are tightly fitted, the facing is much finer, and they slope inward slightly from base to top. The construction style is closer to late Historic to early modern wall construction. The Feature 2 and Feature 3 walls are more roughly constructed and are more similar to early Historic era ranch and property boundary walls.

The original, handwritten LCA 3660 survey map and metes and bounds description (Fuller 1853, surveyor) are shown in Figure 12 through Figure 14. I converted the metes and bounds description from chains to feet, verified those distances at several points where the LCA survey map is shown on TMK maps, and using a computer program I scaled the survey map and overlaid it on TMK maps. The boundaries of LCA 3660, where they cross the mauka boundary of the Royal Vistas project area is approximately 40 feet wide (see Figure 14). The boundaries match the orientation and dimensions of Site 31182 Feature 2 and Feature 3 walls. It is clear that the walls were built along the boundaries of LCA 3660, as depicted on the original survey map.

Site 31182 Feature 2 is the LCA 3660 south boundary wall. During the AIS fieldwork, a line of footing stones from the original Feature 3 north boundary wall were identified between the gulch to the makai boundary of the project area. The line of footing stones and soil deposition on them is visible in aerial photographs (Figure 15). Based on aerial photographs and archaeology reports, it is likely that walls existed along the entire LCA 3660 property boundary.

There is a *mauka-makai* trail within the project area depicted on the 1924 and 1928 USGS Topographic Kailua Quadrangle maps (Figure 16), but is not shown on later maps. The east terminus of the trail is at the west edge of the railroad bed and the west terminus is at modern Ali'i Drive near the coast. A 1928 Hawai'i Treasury Department (1928 Strip Map) compiled from earlier maps shows the east end of the trail within LCA 3660, crossing south out of LCA 3660, then heading back across LCA 3660, and then following along the north boundary of LCA 3660 (Figure 17). Way #4 is not depicted on either the 1924 or 1928 maps.

Claim No. 3660 John P. Munu

This claim is made for the *Mi* of *Ohia* in the district of Kona - Island of Hawaii, which, according to evidence before the Board, has been in the possession of the Claimant about Twenty years, and which he originally purchased from the Governor of the Island, Kiuakini. As no opposing claims have been asserted to the present, and the right in it appears to be satisfactorily sustained - We award to the Claimant, John P. Munu, a feehold title, less than allodial, to the *Mi* of *Ohia*, herein claimed, and which he may commute for a fee-simple title according to the law: Subject to the reservation of native rights therein which may be on file with the Land Commission.

The metes and bounds of the land now awarded, are described in a survey made of the same by J. Fuller, and are as follows: viz

"The *Mi* of *Ohia*", in Hoolualoa, Kona, Hawaii, bounded as follows: beginning at West corner at sea side a rock marked X and running thence

1	S.	25-45'	E 1.	82 chains along the sea to S. corner a stone marked X
2	N	17 10	E 37-90	" " <i>Mi</i> of <i>Hoohou</i>
3	N	53	E 10. 85	
4	N	12	E 5. 90	
5	N	54	E 4. 50	
6	N	42	E 5. 15	
7	N	15-15	E 2 - 50	
8	N	57	E 6 18	
9	N	60 30	E 5 26	
10	N	57	E 1. 27	
11	N	58-45	E 13 - 50	
12	N	56-45	E 7 - 95	
13	N	63	E 2 - 95	
14	N	75	E 8 - 15	
15	N	45	E 2 - 60	
16	N	73	E 6	
17	N	80	E 8 - 50	
18	N	66	E 8 - 80	
19	N	65-15	E 11 - 20	
20	N	58	E 1 - 76	
21	N	18-30	E 2 - 50	
22	N	57	E 1. 20	
23	S	89	E 1. 28	
24	N.	73	E 1.	to Malita Road
25	N	73	E 7 - 33	<i>Mi</i> of <i>Hoohou</i>
26	N.	66	E 8. - 94	

Figure 12: LCA 3660 Survey Description Page 1 (Fuller 1853).

27	N	70°-15	E 3	-	18	Chains	To Si of Hookoa
28	N	58-30	E 3		50		
29	N	74	E 3	-	12		
30	N	63-45	E 8		76		
31	N	66	E 2		93		along boundary of Si " "
32	N	28-15	E 1		37		
33	N	66-15	E 10		60		
34	N	68-45	E 6		40		
35	N	65	E 3				
36	N	67	E 23				To old House site
37	N	71-30	E 33	-	80		East Corner to Ohia marked +
38	N	5	W 6		25		Wood to North Corner stone heap

Thence South westerly along the ancient boundary of this Si to point of Commencement - and containing

111½ Acres

Jan. 12. 1853

J. Fuller Surveyor

Land Commission Costs - survey being paid by claimant

\$10.00

Wm L. Lee

J. M. Smith

Louise

G. M. Robertson

J. Sitkaulahas

January 7<sup>th</sup> 1854

Diagrams next page

Figure 13: LCA 3660 Survey Description Page 2 (Fuller 1853).

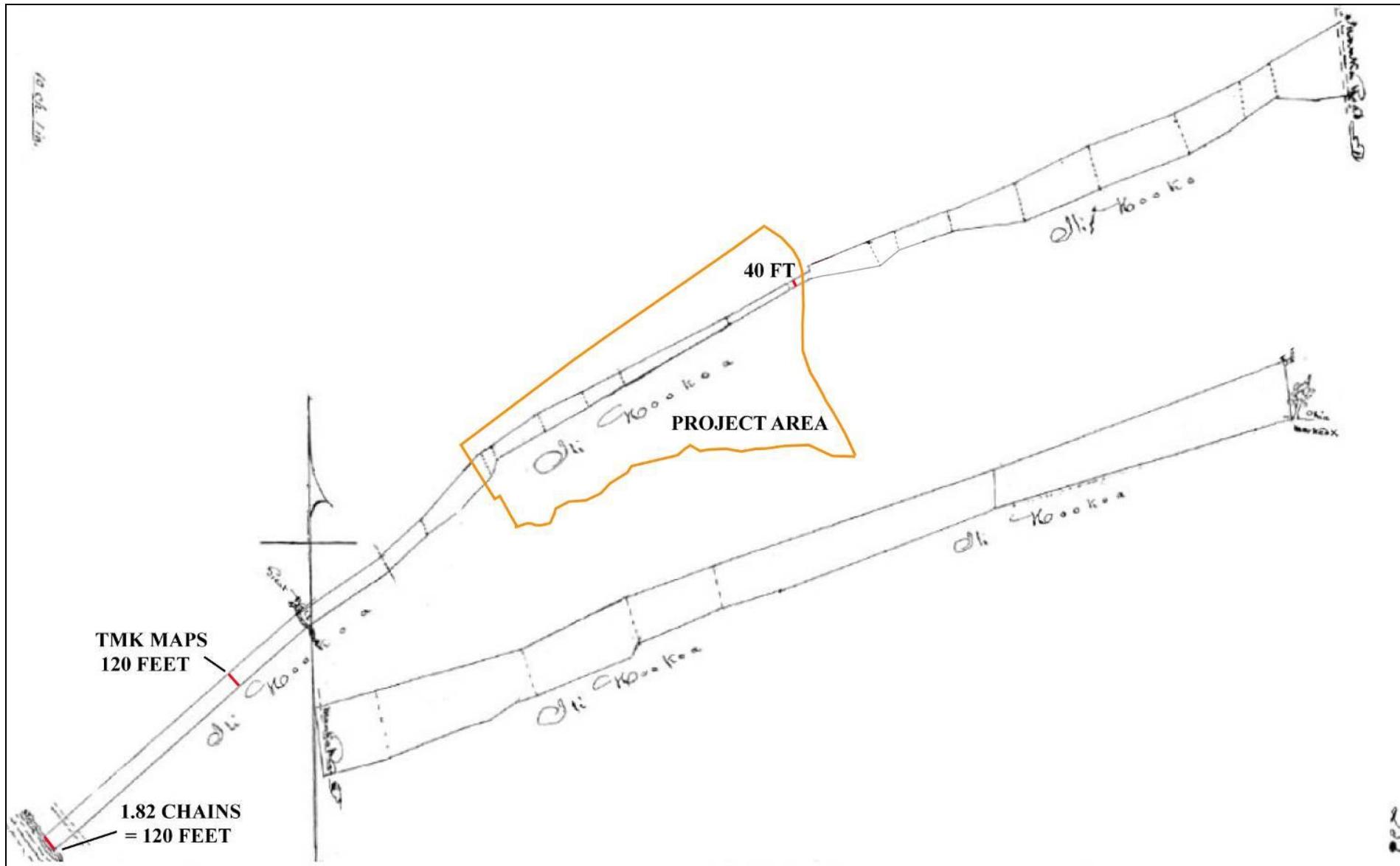


Figure 14: LCA 3660 Survey Map (Fuller 1853).



**Figure 15: Aerial Photograph Close-Up Showing Project Area, Hōlualoa, HI, Zone 5 North, 189445 m E, 2171790 m N. (Google Earth 2013 Image. Data Sources: Digital Globe, GeoEye, Earthstar, USDA, and USGS).**

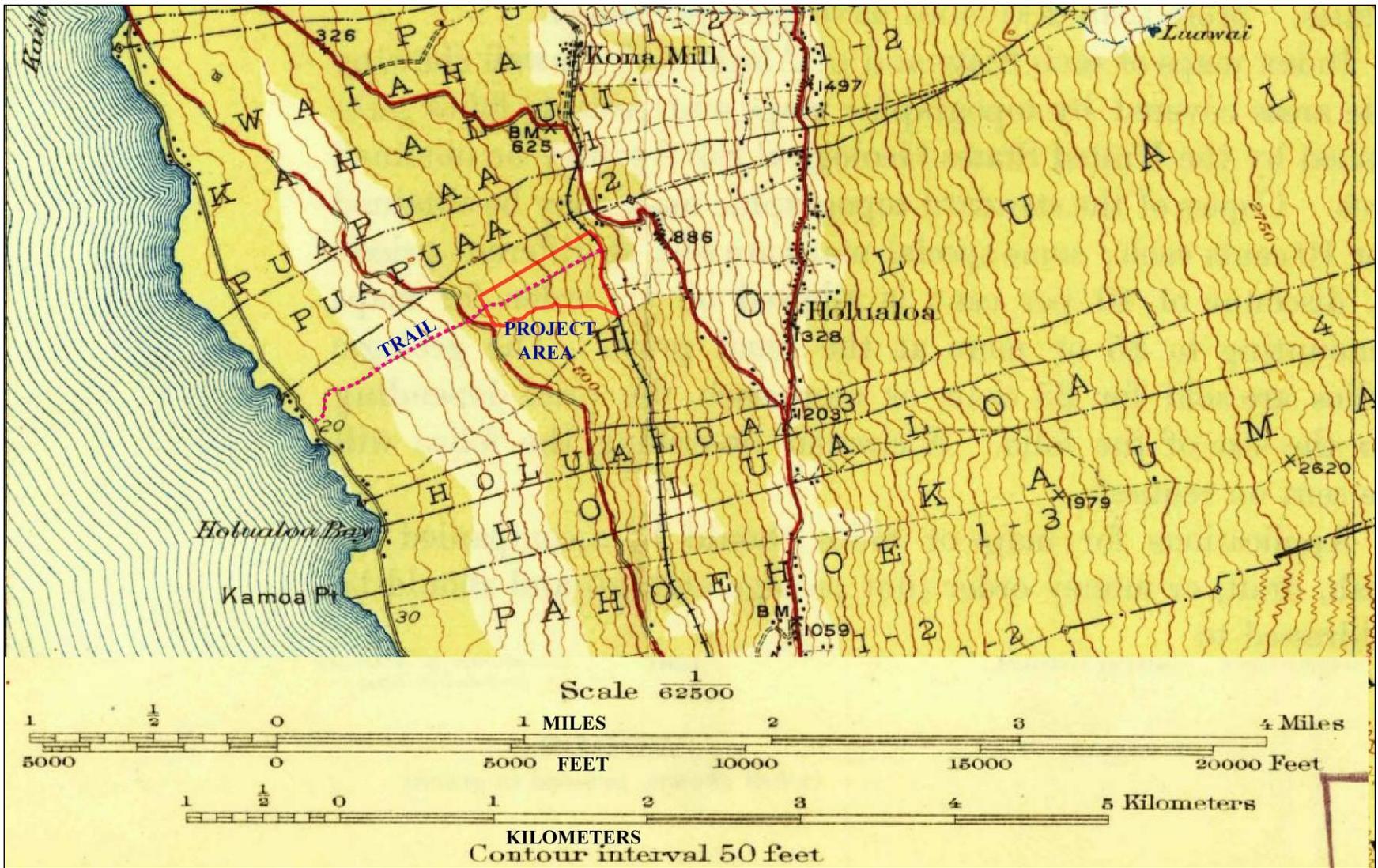


Figure 16: Portion of 15-Minute Series USGS Topographic Map Showing *Mauka-Makai* Trail and Project Area (Kailua Quadrangle, USGS 1928).

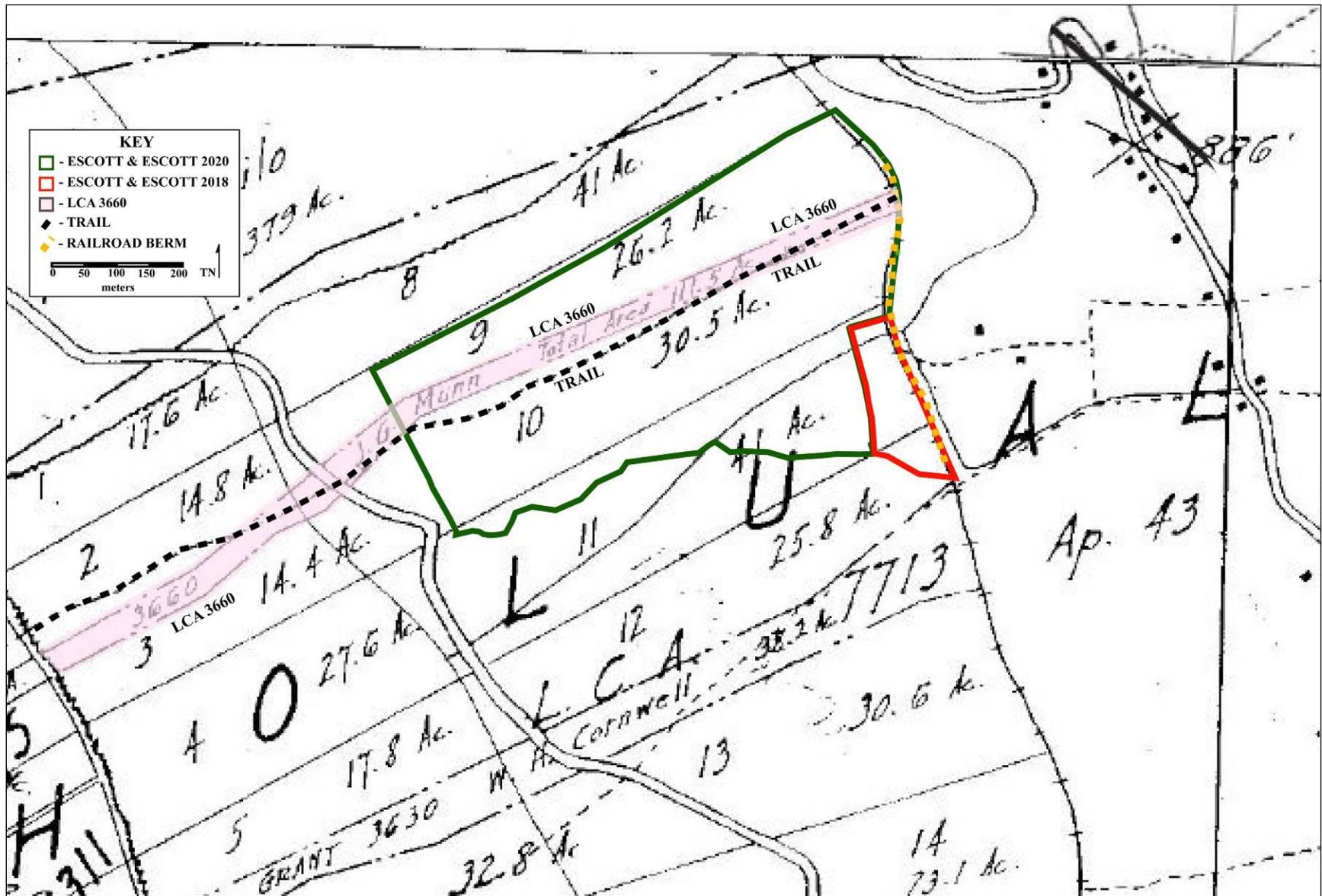


Figure 17: Portion of 1928 “Strip Map” Showing Location of LCA 3660, Trails and Project Area.

## WAY #7

Way #7 is a *mauka-makai* access easement/trail located south of Way #4 that terminates at Way #1 to the east and the railroad bed to the west (see Figure 3 and Figure 4). Way #7 appears to provide access to seven Hōlualoa Hui lots, though the lots are also adjacent to Way #8 along their southern boundaries. There were no remnant portions of Way #7 found during the inspection. The area where Way #7 was located has been developed as a residential subdivision (Figure 18) and the access easement/trail corridor is no longer present on the ground surface. However, it is possible that Way #7 continued *makai* (west) and provided access onto the railroad bed and possibly onto lands of the current project area. If so, it could not have been used after 1901 as the west side of the railroad berm is approximately 6.0 feet high making it impassable by vehicle and difficult on foot. The Way #7 access easement is depicted on the 1928 Strip Map (Figure 19) and the 1928 USGS Kailua Quadrangle map (Figure 20) as a dash-line.

Two Historic to early modern era, roughly parallel, *mauka-makai* walls (Site 30595 and Site 30601) were documented (Escott and Escott 2018 and 2021; Hammatt et al. 1992) in the southwest quadrant of the Royal Vistas project area (Figure 21 through Figure 24). The walls are located just *makai* of the railroad berm, south of the Way #7 *makai* terminus depicted in Figure 18. It appears that the railroad berm was built over the tops of the walls. The two rock walls are between 20 and 30 feet (6 and 9 m) apart (Figure 20 and Figure 21, Feature 14). The two walls are further apart at the west terminus of the Site 30601 wall (north wall) than they are near the railroad berm. The north wall is approximately 165 m long (E/W). Site 30595 (south wall) continues *makai* to the southwest corner of the project area. The walls were inspected for the current study and written descriptions and photographs are provided below.

The construction and condition of Site 30595 (south wall) and Site 30601 (north wall) are dissimilar (Figure 25 and Figure 26). The south wall is not as substantial as the north wall. The south wall is roughly constructed and is shorter in height than the north wall. Both walls are dry stacked, bi-faced and core filled in places. The construction method and dimensions are similar to Historic era ranch walls documented on the Island of Hawai‘i. The south wall is collapsed in several places and is in poor condition. The north wall is taller, is in good condition and is better faced. It is likely that the north wall was constructed sometime after the south wall and was repaired/maintained whereas the south wall was not.

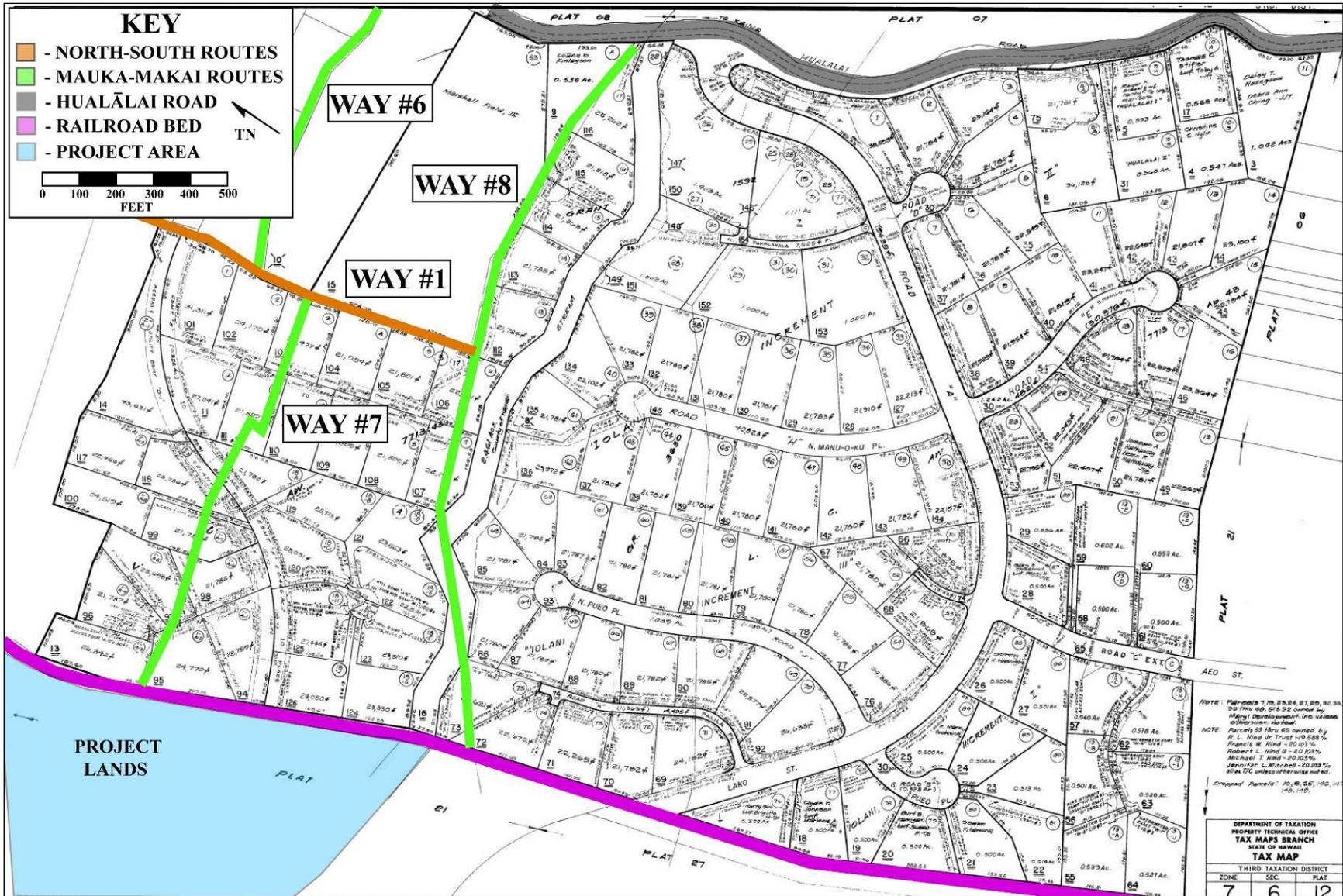


Figure 18: TKM: (3) 7-6-012 Map Showing Residential Lots, Trail Corridors, Railroad Bed, and Project Area.

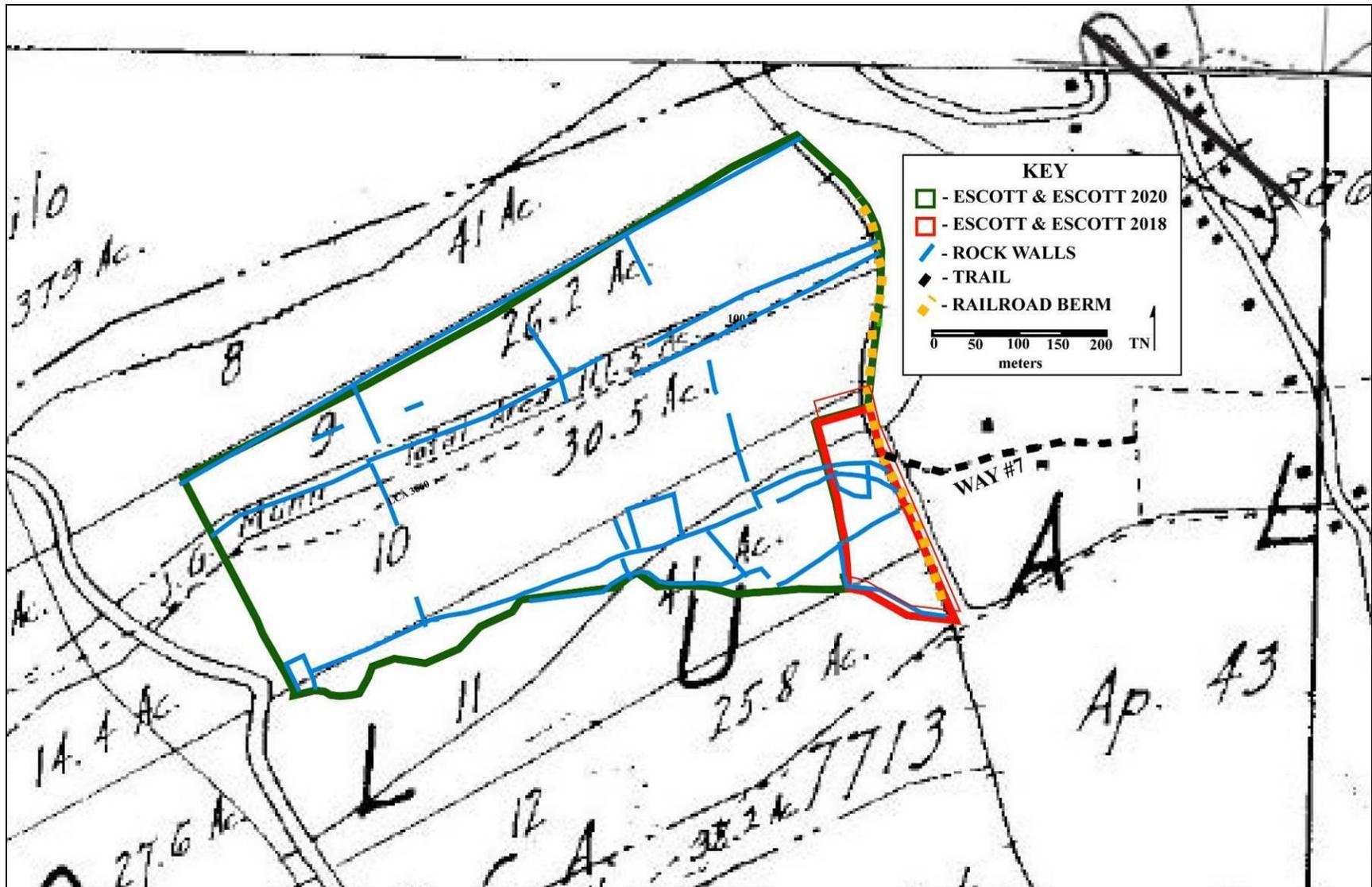


Figure 19: Portion of 1928 “Strip Map” Showing Location of Way #7, Trails, Rock Walls, and Project Area.

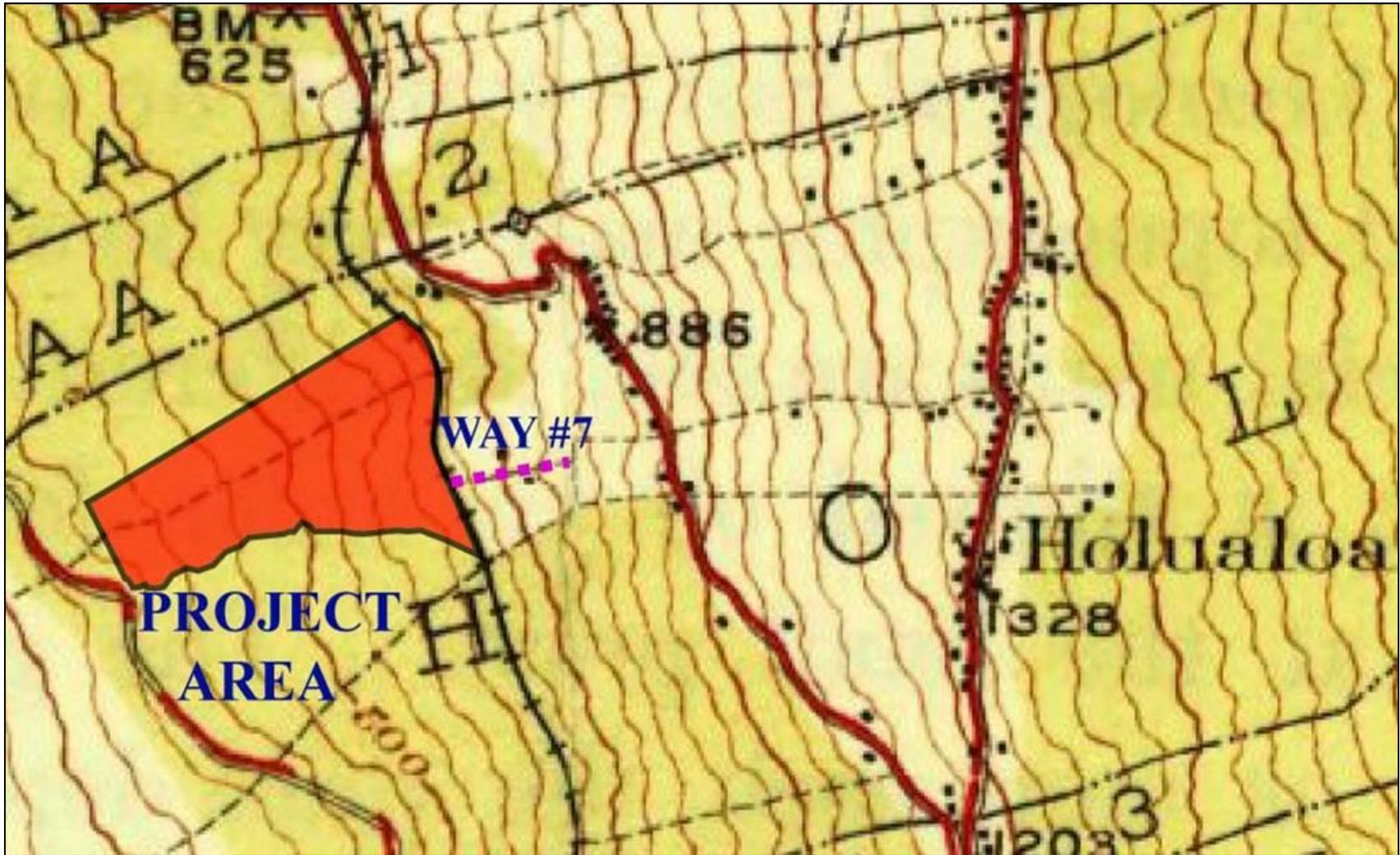
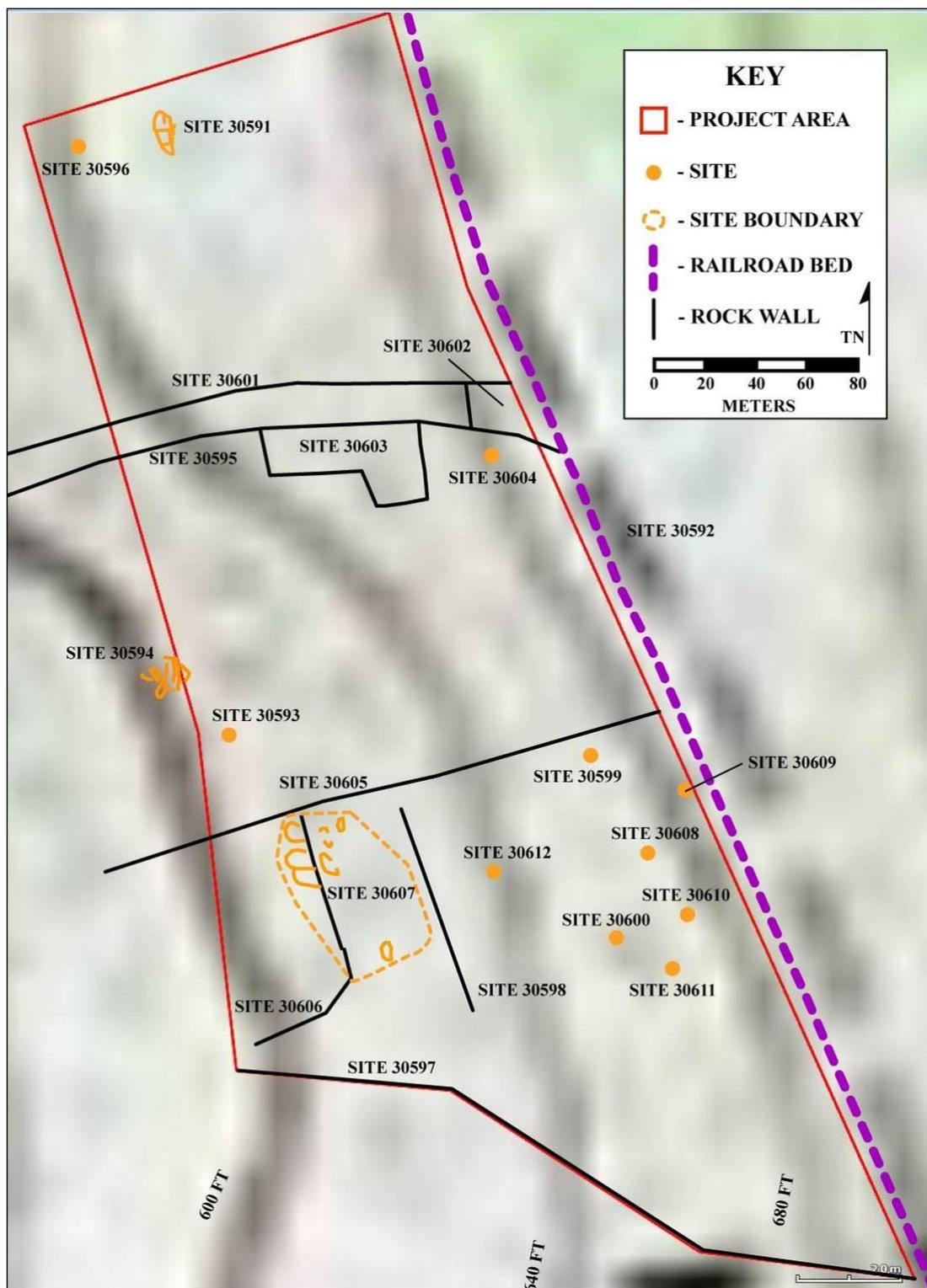


Figure 20: Portion of 15-Minute Series USGS Topographic Map Showing Way #8 (Pink Dash-Line) and Project Area (Kailua Quadrangle, USGS 1928).





**Figure 22: 7.5-Minute Series USGS Topographic Map Showing Locations of Escott and Escott (2018) AIS Project Area Archaeological Sites (ESRI, 2011. Sources: National Geographic Society, USGS. Kealakekua Quadrangle).**

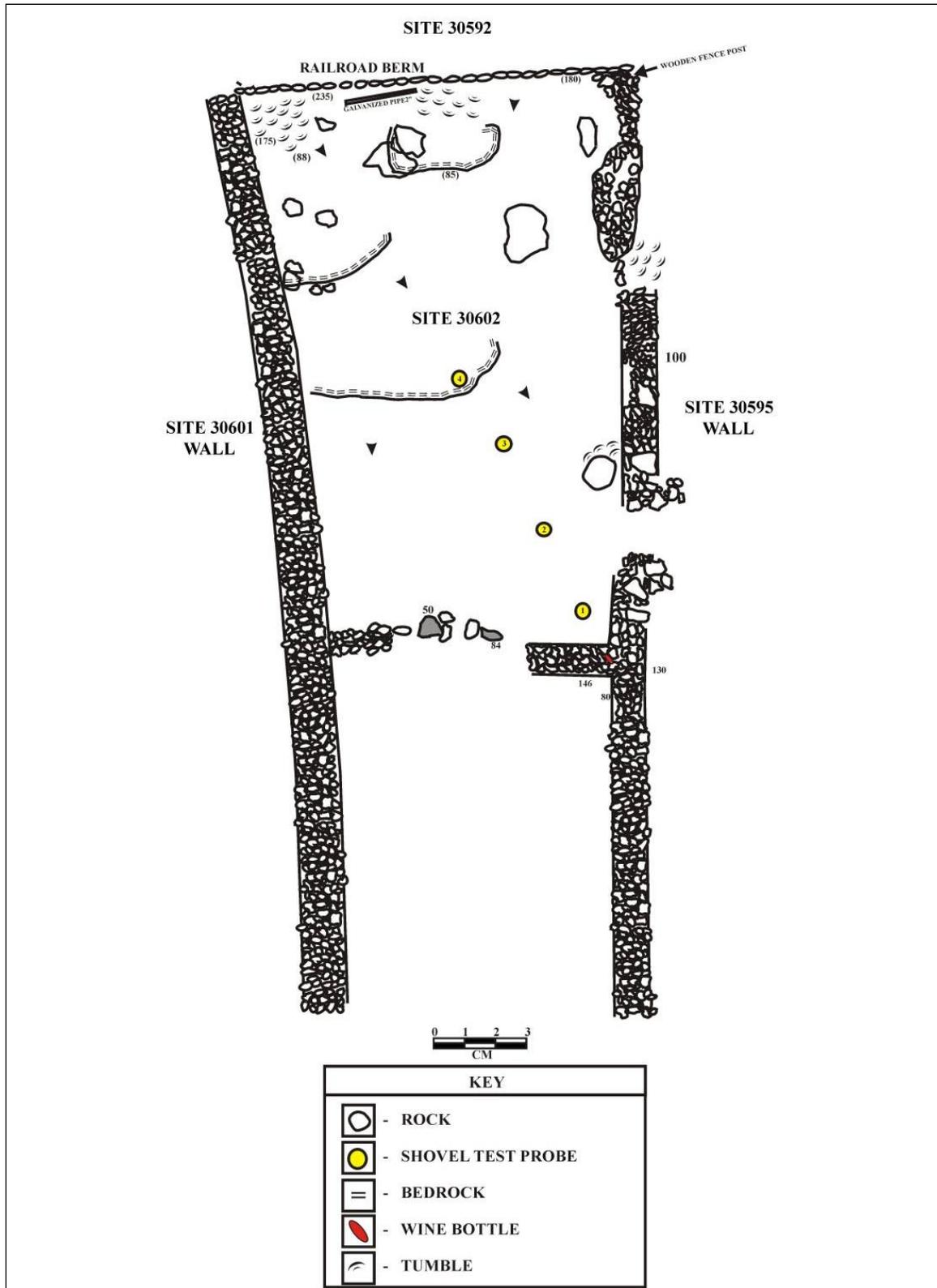
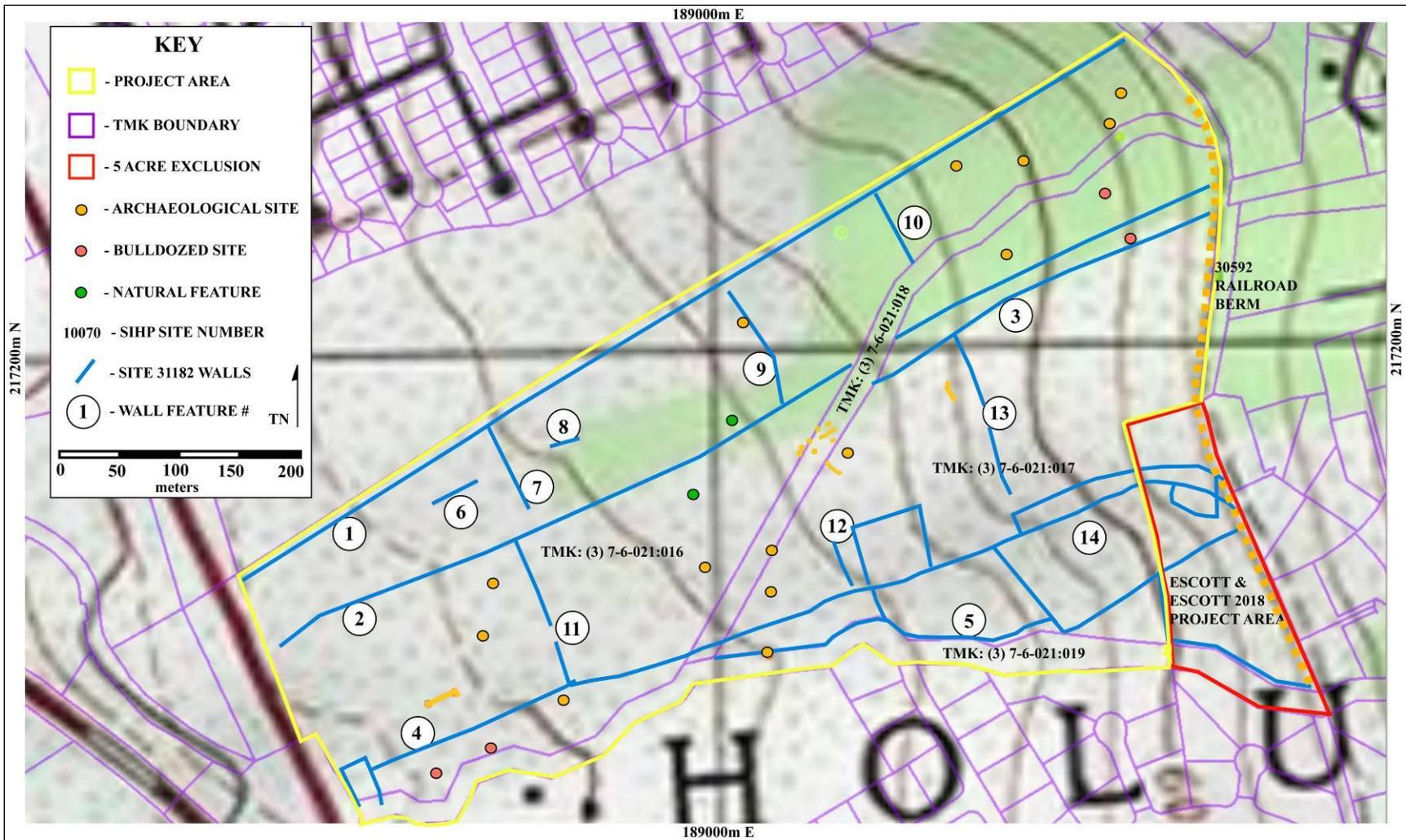


Figure 23: Site 30602 Plan View Map Showing Portions of Site 30592, Site 30595, and Site 30601 (Escott and Escott 2018:91).



**Figure 24: 7.5-Minute Series USGS Topographic Map Showing Location of Site 31182 Ranch Wall Features on the Royal Vistas Project Area (Escott and Escott 2021:122; ESRI, 2011. Sources: National Geographic Society, USGS. Kealakekua Quadrangle).**



**Figure 25: Photograph of South Wall Overview Showing Wall Construction, Wall Condition and Even Ground on South Side of Wall, Looking East.**



**Figure 26: Photograph of North Wall Showing Wall Construction and Wall Condition, Looking North (1.0 Meter Tape).**

The ground surface between the two walls slopes to the south and is made uneven in places by the presence of raised bedrock outcrops and boulders (Figure 27 and Figure 28). The ground surface north of the north wall and south of the south wall is even soil on either side of the uneven bedrock surface between the two walls (see Figure 25 south wall photograph). The early 1970s plat map shows a waterline along the south side of the south wall (see Figure 21). There is also a roughly L-shape enclosure (Site 30603) constructed along the south side of the south wall (see Figure 21 and Figure 22, and Figure 29 and Figure 30). A roughly 35.0 m segment of the Site 30595 rock wall forms the north boundary of the enclosure. The enclosure walls are constructed in the same manner as the south wall, of stacked angular and subangular basalt cobbles and small boulders and are bi-faced and cobble core filled. Based on the enclosure construction, size, level soil interior and the 1970s plat map depiction of the water line, it is possible that the enclosure interior was the location of redwood or metal water tanks between springs further *mauka* and cattle water troughs further *makai* (see oral interviews below).

The west end of the corridor between the north and south walls was closed off by a rock wall constructed across it (see Figure 24, Feature 14 and Figure 31). A *mauka-makai* bulldozer road was constructed along the north side of the north wall and the north side of the south wall. There are bulldozer track marks on the bedrock ranch road surface (Figure 32). The bulldozer road continues down the entire length of the south wall and terminates at a rock enclosure in the south east corner of the project area (see Figures 19, 21 and 24). The enclosure was a feature of the Gouveia cattle ranch and surrounded a concrete water trough, a shed and two molasses tanks (see Clarence Rapoza interview below).

A north-south ranch road branches off of the *mauka-makai* ranch road at an enclosure about midway down the project area. The north-south ranch road crosses the gulch at the north end of modern day Kekuanaoa Place. The waterline is no longer present on the ground surface between the L-shape enclosure (Site 30603) and the middle enclosure. Two sections of one inch galvanized iron water pipe and a roll of two inch black PVC water pipe were identified along the south wall at the mid-elevation enclosure (Figure 33). It appears that the metal pipe was removed when the newer PVC pipe was installed. The PVC pipe was removed from above the mid-elevation enclosure and was rolled up and stored at the enclosure. The PVC pipe is still present along the south side of the south wall from the mid-elevation enclosure to the Gouveia enclosure and several sections of bent galvanized metal pipe were also identified on the ground between the two enclosures (Figures 34 through 36).



**Figure 27: Photograph of North Wall (Left), South Wall (Right), and Uneven Bedrock Outcrop Ground Surface Between Them, Looking East.**



**Figure 28: Photograph of North Wall (Left Background), South Wall (Right Background), and Uneven Bedrock Outcrop Ground Surface between Them, Looking East.**

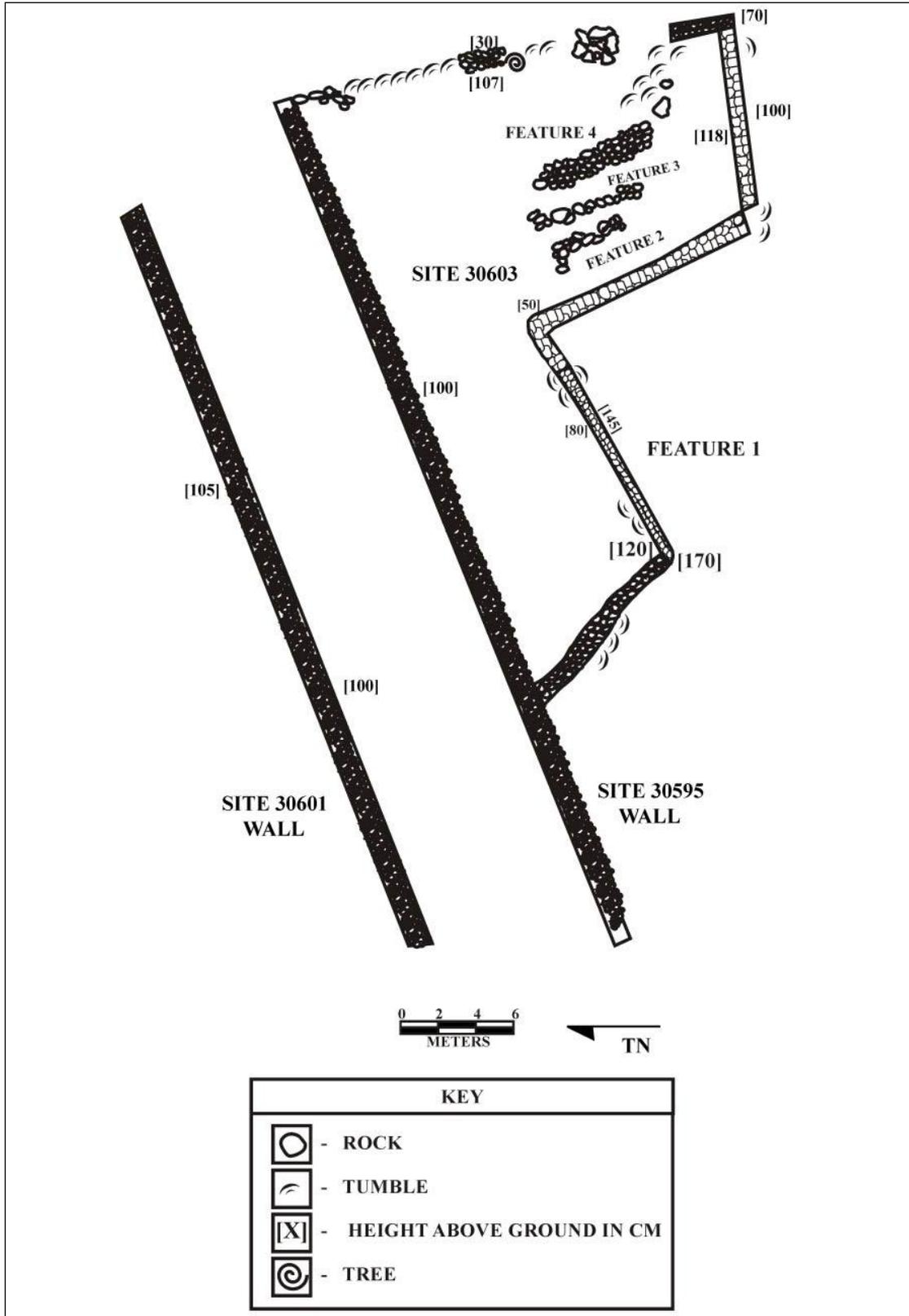


Figure 29: Site 30603 Plan View Map (Escott and Escott 2018:97).



**Figure 30: Photograph of Site 30603 Middle Corner of Enclosure Feature 1, Looking South.**



**Figure 31: Photograph of Rock Wall Constructed Between the West Terminus of the North Wall and the South Wall, Looking East.**



**Figure 32: Photograph of Bulldozer Track Marks on *Mauka-Makai* Ranch Road Surface.**



**Figure 33: Photograph of Galvanized Iron Water Pipe and Black PVC Pipe along South Wall at Mid-Elevation Enclosure, Looking Northwest.**



**Figure 34: Photograph of Galvanized Iron Water Pipe and Black PVC Pipe along South Wall Near Gouveia Enclosure, Looking Northeast.**



**Figure 35: Photograph of Galvanized Iron Water Pipe along South Wall Near Gouveia Enclosure, Looking North.**



**Figure 36: Photograph of Galvanized Iron Water Pipe Near South Wall Next to Gouveia Enclosure, Looking East.**

A concrete water trough, black PVC water pipe, a section of 1 ¼ inch galvanized iron water pipe, and a Stockham galvanized iron globe valve were identified within the northeast quadrant of the Gouveia enclosure (Figures 37 through 39). Stockham Valves & Fittings Inc., originally Stockham Pipe & Fittings Company, was a manufacturer of cast iron products, predominantly large valves and pipe fittings founded in 1903 in Birmingham, Alabama ([https://bhamwiki.com/w/Stockham\\_Valves\\_%26\\_Fittings](https://bhamwiki.com/w/Stockham_Valves_%26_Fittings)). Stockham products are still manufactured today by the Crane Company of Stamford, Connecticut. Based on the basket handle on top of the globe valve, it is not of more recent manufacture, as newer models have a flat handle.

Bureau of Recordation records indicate Gouveia purchased the property in 1908. Planning Department records show the structures within the lower enclosure were refurbished in 1941, so they were first constructed before 1941 and were old enough to need repair. The Stockham globe valve was likely manufactured during the first half of the 1950s. PVC pipe became available in commercial quantities during the 1950s. The PVC pipe identified along the south wall is not very weathered and appears to be from the mid-1970s or later.

The north and south walls are definitely Historic era rock walls. It appears that the south wall is older than the north wall. There are no maps or land survey descriptions that identify a pre-Contact era trail associated with Way #7. It is likely that Way #7 is associated with the partition of the Hōlualoa Hui lands into private lots and provided access to those lots. The Hōlualoa Hui plat maps show Way #7 terminating at the east side of the railroad bed though it might have continued into the *kula* ranch lands below. If it did continue *makai* into the Gouveia ranch, it seems most likely that it provided access for the installation and maintenance of the waterline and storage tanks that brought water from *mauka* springs to cattle troughs and ranch buildings further *makai*.

After the construction of the six foot high railroad berm, it is likely that the east end of the *mauka-makai* access road was moved north of the north wall where the ground surface is even where it meets the railroad bed. The dirt ranch road is still visible along the north side of the north wall up to the railroad bed. It is unclear if the dirt road was used solely by the Gouveias to access and cross their ranch property or, if it was accessible to property owners *mauka* of the ranch that wished to travel *makai*. Oral interviews presented below suggest that dirt roads across private property were traveled only with express permission of the property owner and were not considered public.



**Figure 37: Photograph of Concrete Water Trough Within the Gouveia Enclosure, Looking North.**



**Figure 38: Photograph of Concrete Water Trough Within the Gouveia Enclosure, Looking Northeast.**



**Figure 39: Photograph of 1 ¼ Inch Galvanized Iron Water Pipe and Stockham Globe Valve Within the Gouveia Enclosure, Looking Southeast.**

## **WAY #1**

Way #1 (Alanui Kawila) is a north-south access easement/trail located at the east end of Way #7 (see Figure 3 and Figure 4). The Way #1 northern terminus is at the Government Road (Hualālai Road) and the southern terminus is at a *mauka-makai* access easement/trail (Way #8) along the north boundary of Land Grant 3630. The way provides access to lots above the railroad corridor that do not have access to the Government Road. This way is labeled 12 ft wide and is labeled “trail.” The trail was included in the survey description of nearby deeds and was noted as Alanui Kawila. Two locations were inspected along Way #1 (see Figure 4). The northern inspection location has been paved and is a driveway. The southern inspection location is midway along the trail. The trail is a narrow corridor between residential properties.

## **WAY #5**

Way #5 (Site 50-10-37-24211) is a *mauka-makai* access easement/trail located between the Government Road (modern Hualālai Road) and the Māmalahoa (see Figure 3 and Figure 4). An AIS (Desilets and Rechtman 2004) conducted for Way #5 recorded the trail as an 800 meter long Historic era road likely constructed in the late 1890s to provide access to Hōlualoa Hui lots based on the orientation and construction of the site; based on Historic era maps showing the historic road in this location; based on consultation with and concurrence by Nā Ala Hele; and based on a 2004 letter from the State of Hawai‘i Attorney General Land/Transportation Division summarizing the history and legal ownership of the historic road.

The site is a double-walled trail corridor. The width of the road varied between 1.5 and 5.0 meter (5 feet to 16 feet 5 inches) with the majority of the trail width measuring 11.5 feet (Desilets and Rechtman 2004:14). The walls are constructed of stacked and faced large cobbles and small boulders with cobble core-fill in places (Figure 40). The walls average 0.80 m in thickness and range from 0.30 to 1.50 m in height. Average height was roughly 1.0 meters. The wall construction is similar to Historic era rock walls constructed along Historic era roads, property boundaries, gardens, and cattle pastures.

According to the AIS authors:

Between 1887 and 1914, a series of roads were constructed to provide grantees access to their lands. A historic road, coterminous with the current study area, appears on the first surveyed map of the Hōlualoa grant allotments. This road is also present on maps later drafted in 1928, 1955, and 1957. The 1950s maps, in particular, show stone walls on either side of the road for most of its length.



**Figure 40: Photograph of Site 24211 Historic Road and Rock Walls, Showing Trail Ground Surface, Looking East (Rechtman 2013:24).**

Finally, it is significant to note that Land Commission Award testimony and register documents for adjacent and nearby *kuleana* lots do not reference any traditional trails. This suggests that the present road does not overlie a traditional Hawaiian trail. [Desilets and Rechtman 2004:13]

The western terminus of Way #5, where it meets Hualālai Road, was inspected (see Figure 4). The trail corridor at this location is 14 ft (4.32 m) wide and consists of dirt with loose scattered cobbles (Figure 41). There are rock walls on either side of the trail corridor. The walls are 0.70 m thick and are 0.85 m high. The walls are constructed of angular and subangular large cobbles and small boulders stacked five to six courses high. The walls are bi-faced and slope slightly inward toward their tops.

#### **WAY #6**

Way #6 is a *mauka-makai* access easement/trail located between the Government Road (modern Hualālai Road) to the east and Way #1 to the west (see Figure 3 and Figure 4). The way is 12 ft wide and is labeled “trail” on the 1914 Hui Partition Map, Sheet 1. The east end of Way #6, where it meets Hualālai Road, was inspected. Way #6 is a trail corridor with walls along its north and south edges (Figure 42). The corridor is narrower than that of Way #5 and the walls of Way #6 are lower and are constructed differently than those of Way #5. The walls are constructed of small boulders stacked three to four courses high. There is level concrete along the top of the north wall. The wall construction is similar to late Historic era to modern rock wall construction.

#### **WAY #8**

Way #8 is a *mauka-makai* access easement/trail located along the southern edge of the 1914 Hui Partition Map, Sheet 1 (see Figure 3). The 1914 map shows Way #8 from a point near the railroad bed (to the west) to modern Māmalahoa Road (to the east). The trail is labeled 12 ft wide and is labeled trail on the map. The trail is also depicted on the 1924 and 1928 USGS Topographic Kailua Quadrangle Map (Figure 43) and the 1944 and 1945 Geologic and Topographic Map of the Island of Hawai‘i, but is not shown on later USGS maps. The 1928 USGS map shows the trail from a point just east of Māmalahoa to Ali‘i Drive just north of Hōlualoa Bay. The 1928 Strip Map shows the same trail alignment as the 1924, 1944 and 1945 maps, and it shows the eastern end of the trail along the north boundary of the Hōlualoa School Lot.



**Figure 41: Photograph of Site 24211 Historic Road and Rock Walls Immediately East of Hualālai Road, Looking West.**



**Figure 42: Photograph of Way #6 Near East End and West of Hualālai Road, Looking North.**

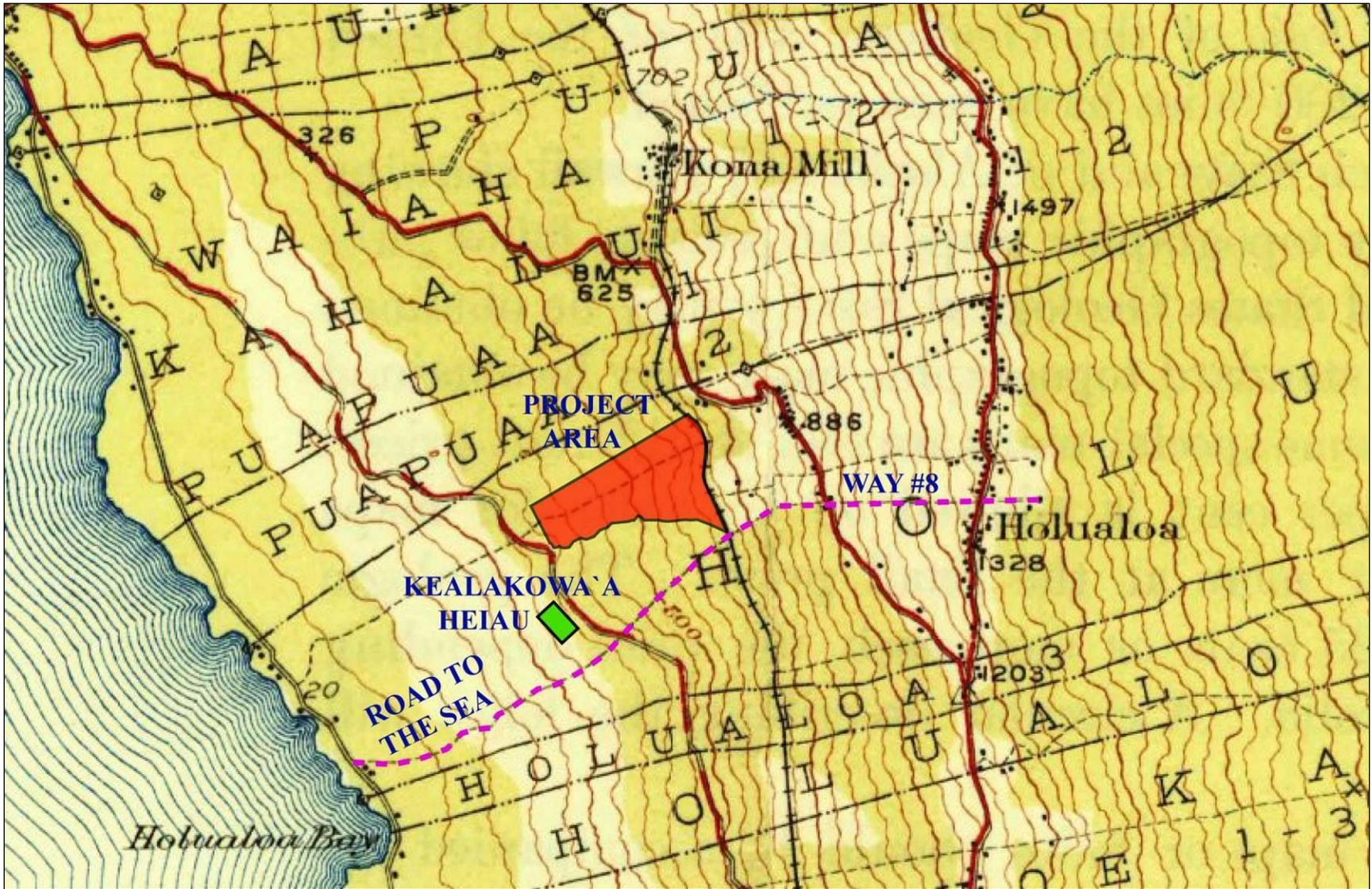


Figure 43: Portion of 15-Minute Series USGS Topographic Map Showing Road to the Sea Trail (Way #8), Kealakowa'a Heiau, and Project Area (Kailua Quadrangle, USGS 1928).

Richard Wheelock conducted an extensive search for, and research on, Land Commission award and Land Grant records, deeds, and maps to find references to trails in Hōlualoa 1 and 2 Ahupua‘a (see Wheelock response letter 2/29/2023). Mr. Wheelock found several land grant boundary descriptions and survey maps that named Kealakowa‘a and the Road to the Sea where Way #8 is located.

The boundary description for Land Grant 1593 (Figure 44), sold to Naniani in 1855, describes the north boundary of the property running along Kealakowa‘a (Figure 45), and the survey map shows a trail/road labeled Kealakowa‘a along the north boundary (Figure 46). The boundary description and survey map for Land Grant 1592, adjacent to and west of LG 1593, shows the Kealakowa‘a trail but it is labeled Road to the Sea (Figure 47).

In his notes on a sketch of Ke-ala-ko-wa‘a Heiau, Henry Kekahuna described the course of the “old canoe-hauling road, known as Ke-ala-ko-wa‘a” as commencing on the slope below Hualālai, passing south of Hōlualoa Post Office, then passing about 100 feet south of Ke-ala-ko-wa‘a Heiau, and ending at Pu‘u Spring at the coast (Kekahuna 1953). When these location were plotted on a map, the trail closely follows the trail depicted on the 1928 USGS map and is south and outside of the Royal Vistas Project Area.

Two locations were inspected along Way #8, one segment to the east near modern Hualālai Road, and a second segment to the west near the railroad bed (see Figure 4). The east segment inspection was approximately 425 ft (130 m) long and was conducted between Hualālai Road to the east and Io Kualua Place to the west. There is a large seasonal gulch at this location with developed residential properties on both banks of the gulch (see Figure 18). Io Kualua Place was built on the trail corridor and the trail is no longer present. There were no rock walls or trail features identified in the east trail segment.

The west segment inspection was approximately 229 feet (70 m) long and was conducted along the north side of a gulch south of Kalana Io Place (see Figure 4). Neither a trail corridor, nor parallel walls were identified in the west segment. The area surrounding this location has been developed as a residential subdivision (see Figure 18) and there are no trail features remaining. A single rock wall segment was identified along the north bank of the gulch.

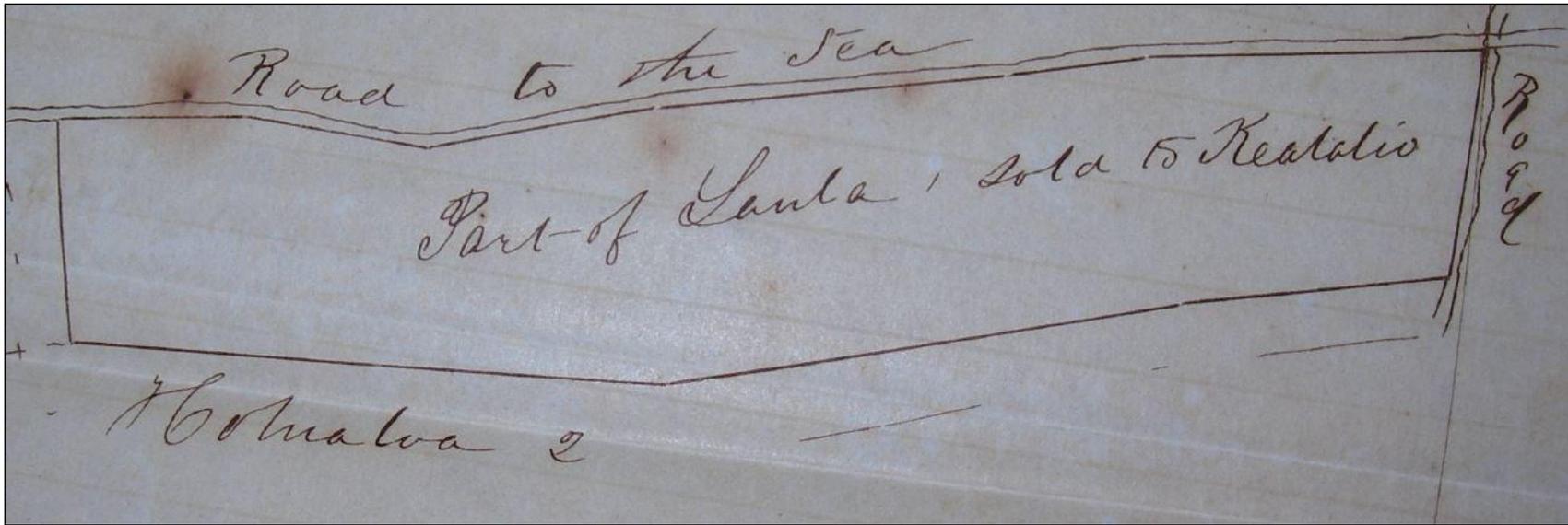


A Part of the Pi (Aula) granted to Maniani situated  
in the District of North Kona Island of Hawaii and bounded  
as follows: Beginning at a heap of stones at S.W. Corner on  
the Manka road leading through North Kona and running  
1 N 3° 30' E 6.56 chains along said road to N.W. Corner <sup>stones</sup>  
2 N 73° 30' E 7.84 " " Keala Kowaa  
3 N 83° E 16.70

Figure 45: Portion of Land Grant 1593 Property Boundaries Description, Referencing Kealakowa'a Trail along the North Boundary.



Figure 46: Land Grant 1593 Property Boundaries Survey Map Showing Kealakowa'a Trail along the North Boundary.



**Figure 47: Land Grant 1593 Property Boundaries Survey Map Showing the Road to the Sea (Kealakowa‘a) along the North Boundary.**

The rock wall segment identified and GPS plotted along the north bank of the gulch is along a portion of the northern boundary of LG 3630 depicted on the 1914 Hui Partition map (see Figure 3) and the 1928 Strip Map (Figure 48). The Cultural Surveys Hawai'i (CSH) AIS (Hammatt et al. 1992) project area sites map for the Kona Vistas project area shows the rock wall, labeled Wall Site 9 (Figure 49). There is a second wall, Wall Site 10, just west of Wall Site 9 above the old Kailua-Keauhou Road. The map shows a double walled bulldozed road there. The road is a little north of where the 1928 map shows the trail alignment. However, the Wall Site 9 and Wall Site 10 location matches Henry Kekahuna's descriptive notes that the Kealakowa'a passed about 100 feet south of the *heiau* (Figure 50).

CSH showed project area rock walls on the project area sites map and gave them wall numbers. However, rock walls were not recorded or documented in the AIS report. There is no mention of Kealakowa'a in the report.

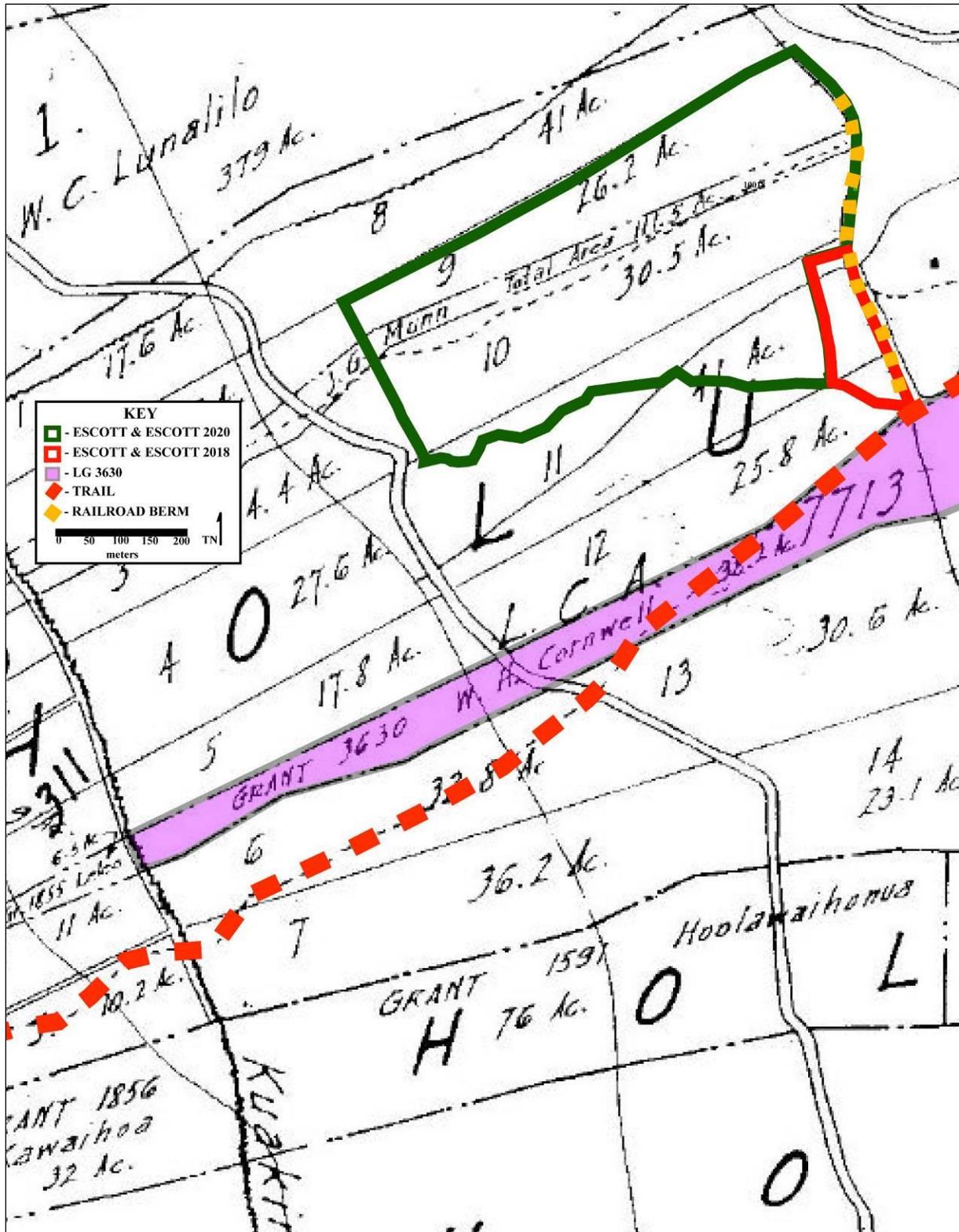


Figure 48: Portion of 1928 “Strip Map” Showing Location of LCA 3660, Trails and Project Area.

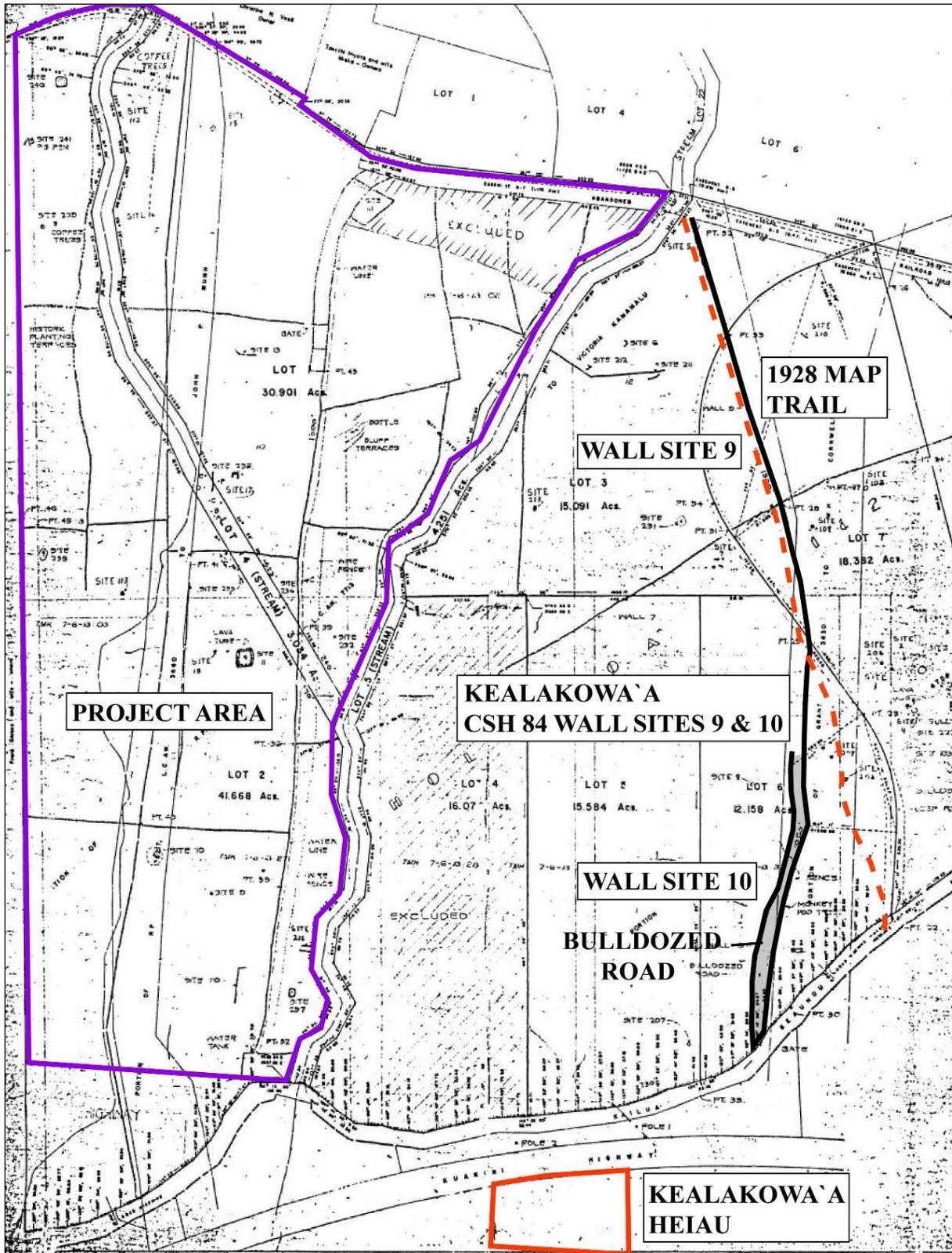


Figure 49: Portion of the Kona Vistas Project Area Sites Map Showing the Royal Vistas Project Area (Purple), Wall Site 9, Wall Site 10, and Kealakowa‘a Heiau.



**Figure 50: Aerial Photograph Showing the Royal Vistas Project Area (Orange), Way #8 Wall Segment GPS Points (Blue Numbered Pins), Wall Site 9, Wall Site 10, and Kealakowa'a Heiau.**

## ORAL INTERVIEWS

Four previously recorded oral history interviews for the Hōlualoa area and one testimony for an Historic era trail from Goro Inaba (2004), Joe Gomes (Mitchell 1978), Minoru Inaba (Komagata 1980), Joe Gomes and Sherwood Greenwell (Chase 1993), and the Miyose family (Dirks et al. 2013) were reviewed for this study. A summary of historical information pertinent to the current project area is presented below. The Miyose family information is included in an interview the author conducted with Diane Miyose Holschuh. Figure 51 shows the property the major ranch land and farm owners, some of whose family members provided the previously recorded interviews.

### **PREVIOUSLY CONDUCTED ORAL INTERVIEWS**

**Minoru Inaba** was interviewed by Faye Komogata on November 24, 1980. Minoru was born in Hōlualoa in 1904 and was 76 at the time of the interview. His parents were Japanese contract laborers that came to Hawai‘i Island in the 1890s. His family later owned and operated the Kona Hotel on Māmalahoa Road Hōlualoa (see Figure 51). He remembers that their family grew their own vegetables and had a couple of pigs and chickens in the yard. There was a butcher in Honokohau that came to his neighborhood once a week on Fridays to deliver meat and a fish peddler that came on a donkey from Kailua selling his catch. Minoru and his family lived above the *kula* lands where there was plenty of rainfall coffee, vegetables and fruit grew well. Coffee was the primary crop in the Kona (Komogata 1980:338).

Minoru remembered that when he was younger he would “once in a while, ...go down to fish. Fish was plentiful, those days. But whenever we went fishing, we had to walk down to the beach” (Komogata 1980:333). There were not a lot of cars on the roads in those days. It usually took an hour to walk down to the beach. He and his friends often went down to the beach in Kailua to swim or to Hōlualoa Beach (Komogata 1980:336). He and his male friends would go down on weekends, and sometimes they would camp and throw net. Minoru did not describe the route he took from his home in Hōlualoa to the coast. Later in the interview, when his father had a car, he said they would go to Kailua on Hualālai Road.

Minoru’s first job was working during summer vacation for the Kona Development sugar plantation that stretched from North Kona to Konawaena School. He was in sixth grade at the time and worked in the fields in Hōlualoa. The sugarcane fields were above the railroad track and they would “cable the cane from the fields down to the railroad track” to be hauled to the mill (Komogata 1980:342). When he was older, after 1915, Minoru worked on his family’s

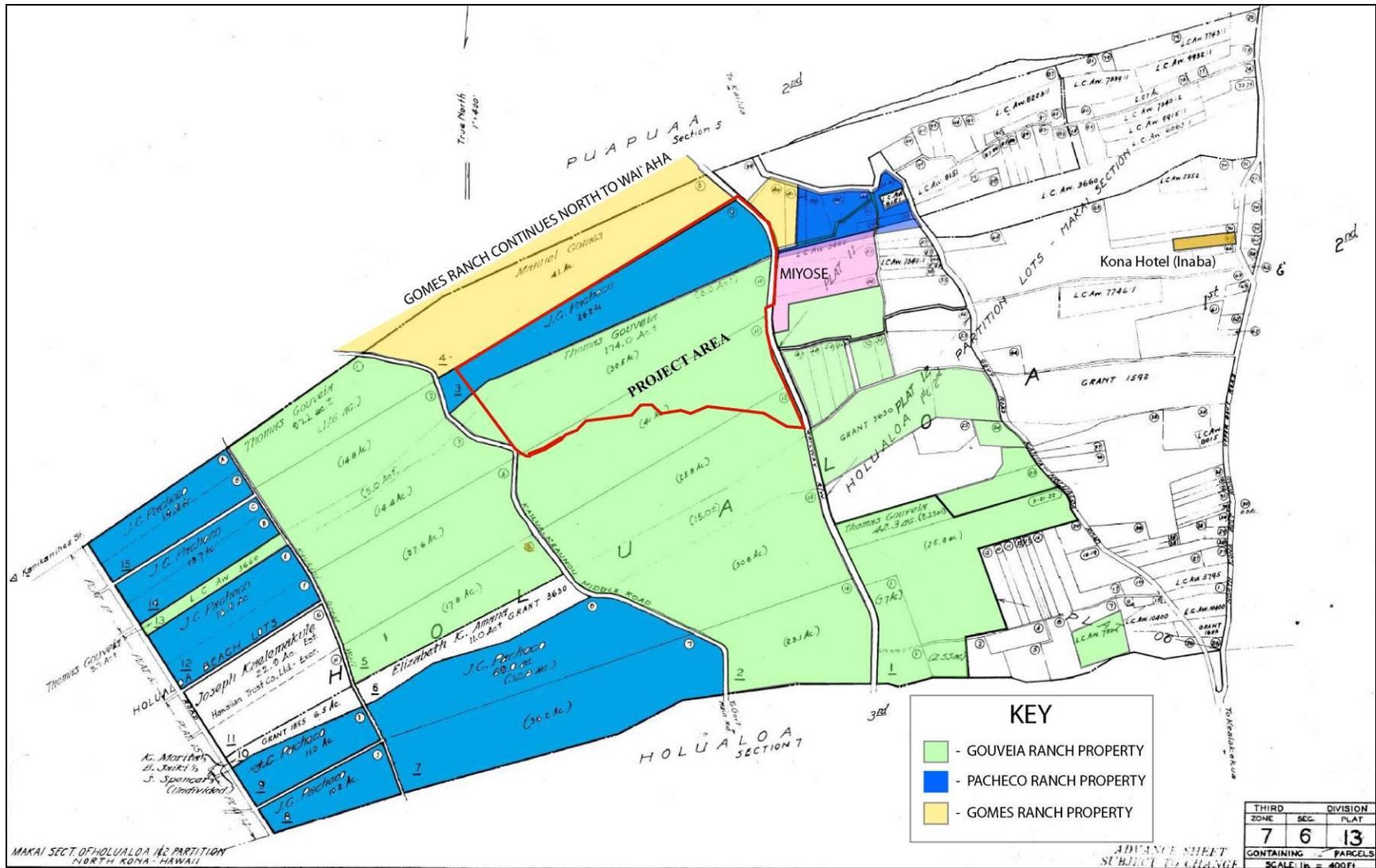


Figure 51: TMK (3) 7-6-013 Map Showing Major Ranch and Farm Property Owners in and above the Kula Lands of Hōlualoa 1-2 Ahupua'a (1940s).

coffee farm. He said that in those days there were no jeeps and the coffee had to be hauled up the trail by donkey (Komogata 1980:345).

Minoru also worked at the sisal mill in Kailua after he graduated school. When he worked at the sisal mill, he would “get up, 3:00 o’clock in the morning, get on a donkey from Hōlualoa, go all the way to Keopu (along the road), and go down the trail [Figure 52]. You see the sisal mill used to be on Palani Road” c. It took him three hours to get to the sisal mill for work.

**Joe Gomes** was interviewed on April 19, 1978 by Megan Mitchell who was preparing a photographic study of ranching in the Kailua area. Megan was from Kona and wanted to create a photographic record of ranching structures and practices before they disappeared. Joe was born in 1916. The Gomes ranch was located adjacent to and north of the current project area and continued north up to Wai‘aha Ahupua‘a (see Figure 51). He owned land from the *kula* region to above Māmalahoa Road. The Gomes ranch leased land to the sugar company to build the sugar mill on their property which the Gomes family in 1927 paid to acquire when the mill closed. Joe thought that Megan might like to photograph the five 100,000 gallon redwood tanks under a long shed in Hōlualoa that the plantation used to own and the Kona Hotel (modern day Hōlualoa Inn, 76-5908 Māmalahoa Road) took over to use as their water supply after the mill closed (Mitchell 1978:2).

Megan asked about Joe’s father, Manuel, and Joe explained that in the 1890s his dad, at the age of twelve, stowed away on a vessel with his cousins for a six month journey from Portugal, around Cape Horn Africa and landed at Honu‘apu, Ka‘ū (Mitchell 1978:3). His dad worked Montserrat’s ranch at Kahuku and then worked in Kona dairy ranching, milking cows and making butter. His dad saved his money and leased 4,000 acres of land from Liliuokalani and 3,000 acres of government land from the old airport in Kailua right up to the flanks of Hualālai Mountain. In those early days Kona was open range. “You bred em, you branded em, everything was open, everybody’s cattle mixed together, there was no wall...It was like a Hui, like everybody’s cattle was together” (Mitchell 1978:5). Later, people wanted to claim their lands, so everyone began fencing their property and telling others to get their cattle off their land.

There was only water down along the coast from the windmills, as there was no water piped down from the mountains at that time. The Gomes ranch got its water system from the sugar mill. They didn’t need tanks they just “connected land from the water [system] down”

(Mitchell 1978:6). They got water from uplands in Hōlualoa and piped the water down to the beach.

The Gomes ranch had two places between Kailua and Kona where cattle could be driven to and loaded onto trucks for shipping, one by the Pacific Empress next to Kona Mansions and one next to General Nelson's place. That place belonged to the Gouveia family ranch and they let Joe use it. Joe spoke about his favorite shipping horse, a big white mare he called Nellie. HE had another he called Molokai. He had others as well. A shipping horse had to be big and powerful because the cattle would anchor their feet in the sand and resist being pulled into the water and out to the waiting boats (Mitchell 1978:20). You wouldn't work a shipping horse year round, just exercise them before shipping and after turn them out (Mitchell 1978:21). All the area ranches would work together to run their cattle down the main road to the *mauka* side of the Kona Inn Quarters next to the Kona Sunset. There was a corral there owned by Frank Greenwell and they would drive the cattle into it before bringing them out to boats for shipping.

Joe had his headquarters up by the railroad tracks and another structure on the road to Dillingham's headquarters in Hōlualoa (Mitchell 1978:7). Joe mentioned that the gate along that road is locked but that there is another route by a cattle chute along Keauhou Road (old Kailua-Keauhou Road), Kuakini Highway next to Dillingham's headquarters, behind (*mauka* of) Napa. That is old Keauhou Beach Road and it was paved at that time.

Megan asked about vehicular travel in the Kailua area, thinking that people had jeeps and were able to go wherever they wanted. Joe said that a lot of people had jeeps to drive to hunting and fishing spots but they had to ask ranchers permission to drive the dirt roads on their property (Mitchell 1978:12).

Joe explained how the ranch has a central corral that feeds four paddocks, so that cattle in each of the four paddocks could be rotated into the corral to feed and water. Joe said that he drove a bulldozer over much of his ranch property to remove the *akoa* (likely a reference to *koa haole*, *Leucaena leucocephala* not *Acacia koa*) and lantana (*Lantana camara*).

Pixie mentioned that if Megan went hiking through the ranches to take photos, Megan would see the rock mounds, terraces and platforms the Hawaiians constructed for growing food and as foundations for their homes by removing the loose rocks from the gardens (Mitchell 1978:29-30). She was certain the rock mounds below the railroad tracks were not a result of sugarcane agriculture as all the sugarcane was grown above the tracks.

Mrs. Gomes remembered that when she left Honolulu to marry Joe and live in Kona before 1938, there was no electricity, only kerosene lamps and stoves, no washing machines, and their water was from rainfall catchment (Mitchell 1978:32). There used to be Hawaiian homes around Kona Inn and they are all gone now (Mitchell 1978:32). Joe concluded that bringing water down to the dry Kailua area caused a great deal of change. Mrs. Gomes thought that bringing in electricity also caused Kona to grow.

**Joe Gomes and Sherwood Greenwell** were interviewed August 10, 1993 by Sheree Chase who was collecting historical information about Kona area ranches. Sheree's family members were Kona ranchers. She knew many of the ranchers and was familiar with ranch practices. Some of the historical information Joe provided was similar to that which he provided in the 1978 interview with Megan Mitchell (Mitchell 1978). The summary below is primarily new information not recorded in the 1978 interview.

After landing in Ka'ū sometime in the 1890s, Joe's father Manuel worked for Montserrat at Kapapala, and later, between 1914 to 1919, He began ranching in Kona and started a dairy ranch there, primarily focused on making butter for export (Chase 1993:2). Most of the cattle ranching and grazing at that time was carried out in the uplands. At that time, it was all open range, and cattle owners branded their cattle and let them go on the open range. House yards were walled and gated to keep the cattle out. After World War I (1914-1918), cattle ranchers began fencing their property to keep their cattle separate from the other ranchers' cattle (Chase 1993:3).

Prior to 1924, there were no cattle in the *kula* lands and coastal areas of Kona (Chase 1993:3). There were no Hawaiian grasses for the cattle to eat below the uplands, only lantana (*Lantana camara*), so ranchers began planting *ekoa* (likely a reference to *koa haole*, *Leucaena leucocephala*, not *Acacia koa*), Guinea grass (*Megathyrsus maximus*) and elephant grass (*Cenchrus purpureus*). More importantly, there was no water in the *kula* lands and coastal areas.

Joe mentioned that ranching was made difficult by the fact that there was only one boat shipping cattle to the O'ahu market and ranchers had to drive their cattle to wherever that boat owner landed (Chase 1993:4-8). There was also only one large buyer for beef and ranchers had to accept the buyer's price. The alternative was to sell beef to small local shops, and you still didn't make much. Even the boat that bought butter only came once a month and butter had to be stored until the boat arrived. Butter was stored in barrels for shipping. Most of the ranches were above the *kula* lands and cattle and butter were brought down the road to Kailua for shipping.

**Goro Inaba** testified that trail Site 50-10-37-24211 (Way #5) between Māmalahoa Hualālai Road, and Way #6 below Hualālai Road were used by the general public for *mauka-makai* travel. He referred to this route as Holualoa Trail in a letter to Nā Ala Hele. Page one of his two page letter states that:

I was born on November 17, 1916, in Holualoa, Hawaii. As long as I can remember, the Holualoa Trail has been open for public use. As early as 1929, I walked this trail along with two of my classmates who lived east and west of Hualalai Road. I would meet my friends by walking the upper portion of the trail down to Hualalai Road which intersected the trail. I would meet my friends, expert pole fishermen, and proceed with them, walking the lower section of the Holualoa Trail below Hualalai Road to Holualoa Beach where we would spend the day at the beach. I remember the trail being marked by rock walls spaced approximately 10 feet apart. The trail was not rocky, but smoother than the surrounding area, there was hardly any vegetation during this time. My friends and I walked this trail barefoot. As I walked, I thought of the Hawaiians of Old and how they must have used this trail to access and farm the fertile land above Hualalai Road.

Aside from residents who used the trail as a mauka-makai connector footpath to the Holualoa Beach area, the trail was used by coffee farmers utilizing the now infamous "Kona Nightingale", the donkeys used to haul harvested coffee up and dove the mountain. After WWII, the surplus army jeep replaced the donkey and used the Holualoa Trail to haul fertilizer and coffee and perform daily chores for the families of these farmers. My family owned two jeeps and we used this trail to get to Hualalai Road. I purchased a surplus 4x4 3/4ton truck for use on my ranch and parked it on our property just north of the Hualalai Trail. Our jeeps and truck used the trail daily to get to property owned by another member of my family. [Goro Inaba 2004]

Way #5 (Site 50-10-37-24211) is a *mauka-makai* access easement/trail located between the Government Road (modern Hualālai Road) and the Māmalahoa (see Figure 3 and Figure 4). An AIS (Desilets and Rechtman 2004) conducted for Way #5 recorded the trail as an 800 meter long Historic era road likely constructed in the late 1890s to provide access to Hōlualoa Hui lots based on the orientation and construction of the site; based on Historic era maps showing the historic road in this location; based on consultation with and concurrence by Nā Ala Hele; and

based on a 2004 letter from the State of Hawai‘i Attorney General Land/Transportation Division summarizing the history and legal ownership of the historic road. The authors wrote that “it is significant to note that Land Commission Award testimony and register documents for adjacent and nearby *kuleana* lots do not reference any traditional trails...[t]his suggests that the present road does not overlie a traditional Hawaiian trail” (Desilets and Rechtman 2004:13).

Goro and his friends would likely have walked from *mauka-makai* Way#6 to *mauka-makai* Way #8 (Kealakowa‘a Trail) by walking along the north-south on Way #1 (Alanui Kawila) or the railroad bed. Kealakowa‘a Trail, also known as the Road to the Sea, is the only known trail that exists between the Hōlualoa Hui lots and Hōlualoa Bay (see Figure 43 and Figure 44).

### **ORAL INTERVIEWS CONDUCTED FOR THE CURRENT STUDY**

At the recommendation of the Hawai‘i County Planning Department Cultural Resources Commission (CRC) SCS conducted oral interviews with six Kailua residents whose families have resided in Kailua for many generations and who have multi-generational and personal knowledge of ranching, the lands of Hōlualoa area and the project area. Walter Kimura, Jerry Egami, Diane Miyose Holschuh, Keith Gomes and Clarence Rapoza were interviewed. Historic maps and aerial photographs were used to locate places and to help provide context for the information discussed.

**Walter Kimura** was interviewed by Glenn Escott at his home in Kailua. Walter is 91 years old. He was born in the house that is now the Kimura Lauhala Store in at the intersection of Hualālai Road and Māmalahoa Highway Hōlualoa Town, Hōlualoa 3 Ahupua‘a, North Kona, Hawai‘i Island. Kimura Store is along the *mauka* (east) end of Land Grant (LG) 988 which Walter’s grandfather purchased in 1852. LG 988 is 64 acres of land between Hualālai Road and the former Hawai‘i Railroad tracks to the west. Walter’s grandfather and father cultivated coffee and cotton on the *mauka* portion of the land and his uncle raised cattle on the *makai* portion of the land. Walter taught at Hōlualoa School and Konawaena School. He has lived in his current home in Kailua-Kona for 50 years.

Walter reviewed maps and figures from the Escott and Escott (2023) archaeological site inspection report, as well as early aerial photographs and the 1932 TMK: (3) 7-7-003 map showing property owners and the project area. Walter used the maps, figures, and aerial photographs to refer to information he remembered and provided. Walter was aware of the gulch where the Kealakowa‘a

Walter said that when he was a boy, he and his friends would walk from their homes in Hōlualoa to Hōlualoa School, the stores and the pool hall in Hōlualoa Town. Hōlualoa Town had lots of stores where they could get what they needed. When they went to Kailua town to swim or watch the cattle being loaded onto the Humu‘ula for shipping, they would walk down Hualālai Road. They would also walk to Hōlualoa Bay to fish, or to Keauhou Bay to swim. They walked the government roads to the spots where they swam or fished. They also had roller skates and would roller skate down the road as much as they could. Sometime, they would catch a ride with a passing car, but there weren’t many cars on the road at that time. A single car might pass in an hour or two of walking. When they walked or roller skated down the road, they would try to catch a ride back up the road.

When asked if anyone used the abandoned railroad bed for transportation, Walter said just to walk around or fool around but no one used it for transportation. He said that all the land above the railroad line was good for farming and the farmers didn’t care about the land below because it was dry and wasn’t good for farming. The cattle ranchers used that dry land below the railroad.

**Jerry Egami** was interviewed by Glenn Escott at the project area on the afternoon of September 29, 2023. Jerry is 74 years old. Jerry was born and raised in Hōlualoa where his parents lived and had a farm. Jerry became a cattle rancher and raised cattle on the project area lands for many years beginning in 1994. He is very familiar with the project area and surrounding lands. He said that during the time he lived in the Hōlualoa area and tended cattle on the project area, there was never travel across the property. The property was fenced with hogwire fence. When asked if he was aware of, or was ever told of any archaeologically or culturally important features on the property, he said no. Jerry also spoke about the lands from Hōlualoa to *makai* of the project area. He said that the lands *mauka* of the project area and at Hōlualoa Town were valuable because they were good for farming. The project area and land *makai* of the project area had very little value because they were drylands and couldn’t support farming. Much of those lands were used primarily for grazing cattle.

**Diane Miyose Holschuh** was interviewed by telephone on the afternoon of September 29, 2023. Diane’s grandfather, Yaizo Miyose, purchased, leased, farmed, and lived on three land parcels [TKM: (3) 7-6 -001: 003, 009, and 019] along the *mauka* (east) side of the railroad right of way, just above the project area lands. Diane’s father, Anthony Miyose, mother, Janet Mieko Miyose, and siblings were all raised on the property. The Miyose family had their home there and maintained a coffee farm and fruit trees, most notably, mangoes on the property. The Miyose

property was accessible by dirt roads from Hualālai Road. Alanui Kawila (Way #1) ran north-south along the *mauka* (east) edge of the Miyose property. There were also three or four *mauka-makai* dirt roads on the property that provided access to various areas within the property (Dircks 2013: 25). The dirt roads did not continue beyond the *makai* property boundary.

When asked about travel routes in the Hōlualoa area in general, Diane said that they walked or drove on dirt roads and on Hualālai Road. She said that she was not aware of any *mauka-makai* trails used for pedestrian travel. She said that her father, Anthony Miyose, talked about hopping on trains running on the railroad tracks. She said that Anthony and his friends would walk to the tracks, hop on a train, hop off down the line, and walk down to Hōlualoa Bay beach to swim and fish.

**Keith Gomes** was interviewed at the south gate of the project area on the afternoon of September 29, 2023. Keith is 53 years old. Keith grew up and still lives below the horseshoe bend along Hualālai Road. Keith’s great grandfather, Manuel Gomes purchased land along the north boundary of the project area and his grandfather, father and he raised cattle there. Keith still keeps cattle there.

As a boy and teenager, Keith would walk along the railroad line from his home. He remembers the double walled “alleyway” (Way #4) from Hualālai Road to the railroad bed, but he doesn’t think anyone was using it. He is not aware of any other travel routes near to or across the project area lands. Keith said that during the time his grandfather and father raised cattle, the *paniolo* would get together and, on horseback, would drive their cows down to the coast. There was a cattle chute some distance *makai* of the project area and a cattle pen near the coast where the cows were kept.

**Jerome Kanuha** was interviewed by Glenn Escott on the morning of January 31, 2024. Jerome was born and raised in Kailua and has lived there his entire life. He is 70+ years old. Jerome looked at the dash-line trail from the railroad bed, down through LCA 3660 to the coast depicted on the 1928 Strip Map and 1928 USGS topographic map. He also looked at the Kealakowa’a trail dash-line on the 1928 USGS map. Jerome said the Kealakowa’a dash-line came down to the coast next to the old concrete factory near Bali Kai and the old stone church (Living Stones Church). He said the road is still there. It was just a dirt road through private property when he was a kid. There was a water line along that road that brought all the water to that area on the coast from up *mauka*.

Jerome thought that there were also a number of cattle trails in the area that were not old Hawaiian trails. They were just trails used by cowboys. The ranch rock walls had trails along them to repair and maintain the walls. Jerome never walked *mauka-makai* on any trails near the project area. He walked *mauka* through Keopu.

Jerome is familiar with the Kealakowa‘a trail location. Jerome’s understanding is that Kealakowa‘a trail is south of the project area through Kona Vistas and does not go through the project area. Jerome built a traditional Hawaiian canoe down by Banyans to honor the trail and the *ahupua‘a*. Jerome discussed and pointed out place names around Kamoia Point. He also discussed the location of two known *hōlua* courses in the wider Hōlualoa area, neither of which are near to the project area.

**Clarence Rapoza** was interviewed February 24, 2024 by Richard Wheelock (in person) and Glenn Escott (on telephone). Clarence was born and raised on Palani Ranch in the Palani Junction area of Kailua-Kona. He is 79 years old. His dad’s uncle was a Gouveia, Thomas and Frank Gouveia were his uncles. Frank Gouveia lived next to Kimura Lauhala shop. Frank was a good blacksmith and made spurs, saddles, and whatever.

The project area was used for cattle ranching for as far back as he can remember. The main sources of water in Hōlualoa were springs located above Māmalahoa Road and Hōlualoa town. There were springs and catchments on the lower flanks of Hualālai Mountain and water was piped down to lower elevations in 1/2- to 3/4 inch pipes. There were at least four water heads above Māmalahoa Road. Above 1,500 ft amsl, there were springs that ran all year round and that made cattle ranching possible. Water was free. Later, the county government changed from catchment to county well water and springs and catchments were no longer used as a water source.

When Clarence was younger, he, his friends and others walked cattle trails and along property boundary rock walls, and later they would travel the roads and paths by horseback. There were not a lot of people around in the area at that time. And people were very respectful and would not wander across private property without asking. People worked together to help each other and not trespass.

There were no major *mauka-makai* trails, just paths, not hiking trails, but unnamed foot, horse, cart, and jeep trails. The trails were mostly located along property boundaries and along the boundary rock walls. There were some double-walled trails, mostly 8 feet wide, wide enough

for military type jeeps. The trails were natural ground surface where the terrain allowed it used for foot, horse, jeep and cattle travel. Clarence did not remember any trails in the area of the project. Most of the trails Clarence recalled were mauka-makai trails. The Gouveia s, Gomes, and other ranchers had military type 4-wheel jeeps they used to travel along the trails.

Clarence also did not recall any trails near horseshoe bend Hualālai Road. Land owner's near the Rail Road Right of Way (RR ROW) used it to travel north-south and possibly other members of the public, who did not own land adjacent to the RR ROW, might also have traveled on it. There was also wagon travel to transport produce to markets, but mostly along Hualālai Rd. There were walls on both sides of Hualālai at that time and cattle were driven down the road to the coast for shipment. There were cattle pens down by the beach to hold the cattle before being brought to beach and hauled out to waiting boats. Frank Gouveia and Clarence's dad brought the cattle out to the boats. They used a special saddle called the shipping saddle. Only certain cowboys were skilled at the work. After the work was completed, the paniolo would gather to eat lunch and the horses would be turned loose and would return up the road on their own.

Clarence did not remember any trails south of the project area. Clarence remembers the old Gouveia enclosure and structures in the southeast corner of the project area. There was a large shed and to smaller molasses sheds. Molasses was brought in from other places on Hawai'i island and was stored in the shed. It was put into troughs and feeders for the cattle. Salt would be added to prevent the cattle from eating too much. Molasses was a cheap feed, next to pineapple tops and coffee pulp. Dillingham had a 10,000 gallon steel molasses storage tank in Kailua. Ranchers would come with jeeps and fill 50 gallon metal barrels and bring them back to their ranch and store for later use. There is a metal pipe waterline that brought water to the structures from up a source above the project area. The waterline is along the south base of the south wall (Site 30595). Clarence stated the waterlines were often placed at the base of walls to protect them from cattle.

Clarence looked over maps and aerial photographs and noted coastal place names around Kamoā Point and Hōlualoa Beach. Clarence did not remember anyone ever calling it Hōlualoa Beach (there is no beach). Clarence did fish, but in other areas. Maybe they are referring to Magic Sands and are calling it Hōlualoa Beach). Clarence fished at the beach called Magic Sands. It's the only beach.

Clarence said that the only good use for the project area lands was for cattle fattening because the pastures had good grass and *kiawe* beans. Cattle did really well there. In Kona, that area was the best for cattle raising. The land was inexpensive then as it did not have many uses other than cattle ranching. Many ranchers were Portuguese. The Portuguese were very talented with cattle and worked hard. They had a lot of pride in their work and what they did.

## CONCLUSION

Five of eight Historic era Hōlualoa Hui access easements (Table 1) were inspected in order to determine their relationship to previously identified archaeological sites within the Royal Vistas project area. The easements, based on an extensive archival map and land documents search and review, appear to have been created as Hōlualoa Hui property access easements. There are no maps, or land survey documents that depict or state that the easements or other trails continued across the railroad or onto the current project area. As the easements (Ways) were drivable and provided *mauka-makai* access to Hōlualoa Hui property owners, and as the Historic eras Site 50-10-37-24211 trail (Way #5) was used for all-purpose *mauka-makai* travel and hauling, it is considered a public way and not private property.

Based on past oral interviews and interviews conducted for this study, the *kula* lands in which the current project area is located were not extensively occupied or used during the early Historic era until water was piped down to them after 1924. At that time much of the *kula* lands were owned by cattle ranchers, were fenced, and access was by permission of the ranch owners.

**Table 1: Hōlualoa Hui Access Easements and Trails (Ways).**

#	Trail Name	Orientation	Width	Labeled Trail	Double Walls	Lot Access	Inspected
1	Alanui Kawila	North-South	12 feet	Yes	in places	Yes	Yes
2		North-South	not labeled	No	Unknown	Yes	No
3		Mauka-Makai	12 feet	Yes	Unknown	Yes	No
4		Mauka-Makai	12 feet	Yes	Yes	Yes	Yes
5	Hōlualoa	Mauka-Makai	12 feet	Yes	Yes	No	Yes
6	Hōlualoa	Mauka-Makai	12 feet	Yes	Yes	Yes	Yes
7		Mauka-Makai	not labeled	No	Yes	Yes	No Longer Present
8	Kealakowa‘a	Mauka-Makai	12 feet	Yes	in places	Yes	Yes

There is a *mauka-makai* ranch road and wall along the project area south boundary (north of the seasonal gulch). The road follows a waterline along the wall. The waterline terminates at the former Gouveia ranch structures in the southwest corner of the project area.

There is a single dash-line depicted on the 1928 Strip Map and the 1928 USGS Kailua Quadrangle map in the vicinity of LCA 3660. The line represents a *mauka-makai* unimproved road or trail, possibly a cattle or jeep trail associated with the Gouveia Ranch property. It might have been used by the Gouveias to drive cattle down to the coast for shipping.

Based on oral interviews of longtime residents, Historic era to modern *mauka-makai* travel was primarily along government roads and not on trails across private property. A study of three high resolution aerial photographs of the Hōlualoa area dated 1950, 1958, and 1972 do not show trails crossing the project area (Figure 52 through Figure 54). They do show rock walls, cattle chutes, corrals, pens, and government roads. The only visible trail in all three aerial photography is the Kealakowa‘a Trail south of the project area.



**Figure 52: 1950 Aerial Photograph Showing Project Area Lands and Man-Made Features.**



**Figure 53: 1958 Aerial Photograph Showing Project Area Lands and Man-Made Features.**



**Figure 54: 1972 Aerial Photograph Showing Project Area Lands and Man-Made Features.**

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