

### Section III-WALLS ON LCA 3660

Jackson Bauer of Nā Ala Hele; the Hawai'i County Planning Department Cultural Resources Committee; and members of the surrounding residences of the 68 acre "Royal Vistas" project in Kailua-Kona (see Exhibit A; the "Property") have expressed concern about the possibility of ancient trails existing on the Property. This Report deals with one such area of concern, being Land Commission Award 3660 located in the northern portion of the Property.

Jackson Bauer, in his letter to the Planning Department dated 12-14-22, states that extensive agricultural field systems are present above and within the Property, and that mauka-makai trails were known to connect these fields with the coastal villages and fisheries, and that many of these trails continued to be used into the 20<sup>th</sup> century. He provided two Maps (See exhibits B and C) that, when stitched together, show continuous trails from the Coast to the Māmalahoa Highway and uplands. He noted that one of these trails also follows the existing rock wall features that partly formed boundaries of LCA 3660, which originally ran from the ocean to well above Māmalahoa Road, and that these double rock walls form a narrow corridor that is consistent with similar trail attributes in the area (for example, Judd Trail).

Jackson notes in his letter that the archeological reports in this area are very detailed and extensive but contain little research conducted on the known trails and alignments. This Report shall attempt to shed additional light on these trails and alignments for LCA 3660.

The first map (Exhibit B) provided by Mr. Bauer is a portion of a 1928 Territory of Hawaii Treasury Department's Taxation Map Bureau and was used for taxation purposes, and is referred to as the Strip map. The Territory of Hawai'i cooperated and shared data with the Federal USGS mapping service as well. This map shows four trails in the vicinity of the Property, and are marked as Green (one trail); Blue (two trails); and Yellow (one trail).

The Green Trail starts at the old railroad right-of-way (RR ROW) which is the mauka boundary of the project and winds down to the coastline in and out of Land Commission Award 3660 (LCA3660). It crosses the old Kailua-Keauhou Road; the Kuakini Wall; and Ali'i Drive, and ends at a point just north of the old Landing, adjacent and south of the still-existing church. It has no cross trails on the map. The shorter Blue Trail starts at the makai edge of Māmalahoa Highway and ends at the RR ROW above the mauka boundary of the project. The longer Blue Trail starts above Māmalahoa Highway, and then crosses Māmalahoa Highway, and then crosses the RR ROW; and then crosses Kailua-Keauhou Road, goes south of Kealakowa'a *heiau*; and ends at Ali'i Drive. The Yellow Trail path is similar to the long Blue trail's path, except it is further south.

The second map (Exhibit C) provided by Mr. Bauer is a copy of a 1914 Hōlualoa Hui Sheet 1 partition map, done by W.A. Wall as co-commissioner (along with J.D. Paris) of the First Circuit Court in a Bill in Equity (a partition of land) action started in 1897. Princess Victoria Kamāmalu Ka'ahumanu IV received most of the lands in this area in the Great Māhele and conveyed them to Princess Bernice P. Bishop in the 1870's. The Estate of Bernice P. Bishop re-conveyed these lands to W.R. and Mrs. Ida Castle in the 1880s, and the Castle's then sold them to 75 individuals (mainly Kona residents organized as Hui 'Āina of Hōlualoa) in 1887. This group became known as the Hōlualoa Hui, and eventually grew to hundreds of individuals via the sale of partial interests in the Hui (partnership).

On 6/13/1899 the Court issued a Decree concerning the Bill in Equity that authorized the division of the thousands of acres owned by Hōlualoa Hui as follows:

- A) The strip of land along the coast, on both sides of the Kailua to Keauhou Beach Road (now Ali'i Drive) was to be partitioned into house lots and distributed equitably to the Hōlualoa Hui shareholders. This was the Beach Tract, and was the most desirable land.
- B) The lands just mauka of the Beach Tract up to approximately the 700' elevation, fixed at the then existing West Hawaii Railroad tracks, were to be sold at auction, as the shareholders in general did not want this land. This was the Kula Tract, and was undesirable land.
- C) The agricultural land above the Kula Tract up to Hawaii Belt Road (now Māmalahoa Highway) was to be partitioned and distributed equitably to the shareholders. This was the Orchard Tract, and was desirable land.
- D) The 1,000 acres above and adjacent to Māmalahoa Highway was to be partitioned and distributed equitably to shareholders, subject to the then existing lease to rancher Thomas Gouveia. This was the Mauka Tract, and was desirable land.
- E) The forest land above the Mauka Tract were to be sold at auction, as the shareholders in general did not want this land. This was the Forest Tract, and was undesirable land.

Commissioner W.A. Wall then spent the next fifteen years calculating ownership interests of hundreds of Hui shareholders, drafting and re-drafting Partition Maps of individual lots in the Beach; Orchard; and Mauka Tracts, negotiating with the Hui shareholders who would get what lots in each Tract (some Hui members lived on the lands, many did not), auctioning off the Kula and Forest Tracts, and completing the Partition with the Court and shareholders approvals. The shareholders were mostly a mix of Hawaiian; Japanese; Caucasian and Portuguese citizens of the Territory. The Commissioner completed his tasks in 1914, and the Court and shareholders approved the partition of the Beach; Orchard; and Mauka Tracts as shown on four Maps. Sheet 1 is the northern portion of the Orchard Tract; Sheet 2 (see Exhibit D) is the southern portion of the Orchard Tract; Sheet 3 (see Exhibit E) is the Beach Tract; and Sheet 4 (see Exhibit F) is the Mauka Tract. The Kula and Forest Tracts were auctioned off.

There was a Land Commission Award (LCA 3660) running mauka-makai through the Beach; Kula; Orchard; Mauka and Forest Tracts that was NOT part of the Hōlualoa Hui lands but was surrounded by them. This land was given by Kingdom Governor Kuakini to his herdsman in 1831 (before the Māhele even occurred) and the LCA was confirmed after the Māhele did occur. The Subject Property is in the Upper Kula Tract and includes the portion of the LCA 3660 in the said upper Kula Tract.

Bauer's Sheet 1 map highlights three trails, one in Green and two in Blue. The Green trail starts at the Māmalahoa Highway in Hōlualoa Village and ends at the RR ROW, which is the top of the property and the end of the Kula Tract. The makai portion of this trail is adjacent to and north of LCA 3660, as seen on the Map. It does not cross the RR ROW. It intersects with the Māmalahoa Highway running N-S; and the Alanui Kawila Trail (see Escott Report in preceding Section II) running N-S; and includes a portion of Hualālai Road at Horseshoe Bend. As Hualālai Road already existed in 1875 (see Exhibit G), and the portion of the Green trail above Horseshoe Bend and the portion of the Green trail below Horseshoe Bend were both Hōlualoa Hui Trails created around 1900-1910. We can confirm that the Green trail is actually two trails, being Way 3 and Way 4 (see Exhibit H) of Hōlualoa Hui trails, as previously discussed in the Escott Report in Part II.

Bauer also marks several Blue trails, which end at the RR ROW at the makai boundary. The southernmost Blue trail, as we now know, is a portion of the Kealakowa'a Trail, and it crossed the RR ROW all the way to the shore, but was south of the subject property and did NOT cross the property. This Trail is marked as Way 8 on Escott's map.

The other Blue line is actually on multiple trails, being Way 5 from Māmalahoa Highway (adjacent to Goro Inaba's home at Kona Hotel) down to Hualālai Road. After crossing Hualālai Road, and with a slight off-set, the trail continues as Way 6 to Alanui Kawila (Way 1), the only named trail and the only trail that runs north to south. This trail connected Hualālai Road near Horseshoe Bend to Kealakowa'a Trail, and may have pre-dated the Hōlualoa Hui partition trails/roads, as it has very few walls, and the segments of walls that do exist are not of the same design or quality as the Hōlualoa Hui walls. After a couple hundred feet going south, there is another trail (Way 7) that goes makai from Alanui Kawila to the RR ROW and ends there. This terminus is above the property.

Note that Goro Inaba referred to Ways 5 & 6 as "Hōlualoa Trail" in his testimony, and stated he walked this trail with two friends, one of whom lived above Hualālai Road and one below, as early as 1929 (the RR closed in 1926). They would walk the "lower section of the Hōlualoa Trail" to Hōlualoa Beach to pole fish. Research shows there were only a few homes in this area (lower Hōlualoa Trail) in the 1930's, one owned by Luther Aungst (who founded the Kona Telephone Company and owned numerous properties in Hōlualoa), one by Mrs. Elizabeth Amana, and the other by Edward Sato, who had two sons, Isao and Akira, and lived near Kealakowa'a Trail (see Exhibit I). It is presumed either Akira or Isao was the friend Goro Inaba fished with.

Reading Goro Inaba's words, it appears likely that he walked makai from his home down Way 5; crossed Hualālai Road; walked down Way 6 to Alanui Kawila Trail; turned south to his friend's house and walked on Way 2 to Way 8 (Kealakowa'a Trail). Way 8 (Kealakowa'a Trail) showed up on maps as late as 1944 (see Exhibit J), and ran all the way to Hōlualoa Bay and beach, and ended at Pu'u Spring per Henry Kekahuna.

Note that according to Diane Miyose Holschuh's interview (as detailed in Escott's Report), her father Anthony Miyose stated that from the family home directly above the Project and adjacent to LCA 3660, he and his friends would hop on a train, hop off down the line, and then walk to Hōlualoa Bay to swim and fish. As the Miyose property is directly above the LCA 3660, he would not have "hopped the train" to walk down that trail. The train stopped running in 1926 due to bankruptcy, so these words place Anthony on Kealakowa'a Trail, located a short distance "(hop off down the line)" to the south of LCA 3660, in the early to mid-1920's.

Addressing Jackson Bauer's first map, a portion of the 1928 Territorial Strip Map, and his postulation that this map, when stitched together with his second map from the early 1900's of Hōlualoa Hui trails and roads, could show a continuous trail from the coast up to Māmalahoa Highway and the uplands, we did a thorough search of maps and found that this trail on the strip map, which shows as running from the old West Hawai'i Railroad on the mauka boundary of the Project down to the coast, shows up on four other maps: a 1924 USGS Map (see Exhibit K); a 1928 USGS Map (see Exhibit L), a 1932 US Army Map (see Exhibit M, used in a Nā Ala Hele Report), and a 1936 US Dept. of Commerce NOAA Map. None of these maps shows a trail above the RR ROW connected to this trail, all of them show the trail as running from the RR ROW down to the coast.

The 1924 USGS Map in particular shows great detail on all the trails from Puapua'a Ahupua'a in the north to Onouli/Keopuka Ahupua'a in the south, including the subject trail. This area was surveyed in 1924 by the USGS with map controls partly by the Hawaiian Territorial Survey (authors of the 1928 "strip map" that also show this subject trail.)

This 1924 map shows over 50 trails on this part of the Big Island, and close to 50 walls. There are six trails adjacent to walls (in Pāhoehoe; Kapalaalaea; Kahalu'u Bay; Keauhou Bay; and 2 in Honuaino). None of the trails have double-walls. The subject trail does NOT abut a wall, nor do any of the maps show a trail above the subject trail, mauka of the RR ROW. There are eleven mauka-makai major trails

(including Kealakowa‘a Trail and Judd Trail), but the subject trail is not one of them. Two trails (including the subject trail) run from the coast and end at the RR ROW. There are ten trails that run from up mauka down to the RR ROW (including Way 7 of the Escott Map), which was built to transport sugar cane grown on the mountainside down to the train and north to the mill at Wai‘aha. So, twelve of these trails ended at the RR ROW.

This area of the Big Island in 1924 was sparsely populated, with a couple of hundred homes mauka (where water was more plentiful), mostly along Māmalahoa Highway and upper roads. There were a couple of dozen homes along the coast shown on this map, which relied primarily on spring water, mostly at the fishing villages of Keauhou; Kahalu‘u; and Hōlualoa. Some of the trails connect these population areas, but many trails do not connect population areas, including the subject trail.

There were only 6 homes on the map below the RR ROW and the coastal area. The dominant industries at that time were cattle ranching (note the many extensive and long walls and corrals, as well as the Kuakini Great Wall) and sugar cane, which was hauled from Keopuka and other points on the southern portion to the mill at Wai‘aha, just off this map to the north, on the West Hawai‘i RR trains. Built in 1901, the railroad right-of-way (RR ROW) can clearly be seen in the kula lands on this map, and was there as an active railroad until bankruptcy in 1926, when it was demolished and sold off.

A total of 11 mauka-makai trails on or near the coast are shown on this map, although many more are shown up mauka. These 11 include the subject trail located in the Hōlualoa 1-2 Ahupua‘a. It’s mauka terminus is at the RR ROW, and it runs makai crossing the Kailua-Keauhou Road and the Kuakini Great Wall before ending at the coast. A close examination shows this is the only trail of five that crosses the Kuakini Great Wall that does NOT show a break in the said Kuakini Great Wall. The significance of this, if any, is unknown.

Three of the 50 trails run from the coast to the uplands: Kealakowa‘a Trail; Judd Trail; and an unnamed trail in Honuaino. We know Kealakowa‘a Trail is ancient and was used as a logging trail for timber used for canoes. Judd Trail is post-contact (notice the straight-line layout compared to meandering of other trails). Two of the trails run from the coast to Māmalahoa Highway; and four of the trails run from the Coast to other N-S upland roads such as Hualālai Road or the highway from Keauhou to mauka.

There is no indication on this map that the subject trail continued mauka of the RR ROW, and there is no other trail on this map mauka of the subject trail.

The 1928 USGS Map (see Exhibit L) shows more of the area to the north (including the Mill site and Kailua town) and the south than the 1924 map, but in less detail as to ground conditions. It shows the same eleven mauka-makai coastal trails as the 1924 map, including the subject trail, and in the same locations. It, like the 1924 map, shows no trail mauka of the RR ROW in the area above the subject trail. The nearest trail mauka is above Hualālai Road, well above the subject’s terminus at the RR ROW.

The 1932 US Army map of trails in the area (see Exhibit M, used as a cover page for a Nā Ala Hele Trail Report) shows the same eleven trails from Hōlualoa 1-2 south to Keopuka. As on both of the USGS maps, the subject trail starts at the coast and ends at the RR ROW, with no other trails above it at the RR ROW.

Jackson Bauer notes that the subject trail follows the existing rock wall features makai of the RR ROW that partly formed the boundaries of LCA 3660, and that these double rock walls form a narrow corridor that is consistent with similar trail attributes in the area (for example, the Judd Trail). Archeologist Glenn Escott, PhD, has mapped said trail with an overlay of LCA 3660 boundaries (see Exhibit N), and it shows the trail starts at the RR ROW on the north side of LCA 3660 boundary, crosses into LCA 3660, and then meanders back to the LCA 3660 boundary near the bottom of the property, and then wanders off to the

north of the LCA 3660 boundary makai of the property. Roughly nine percent (9%) of the trail follows on the boundary of LCA 3660, and most of that portion is off the project property. It appears there is minimal correlation between the mapped trail and the LCA 3660 boundary.

We then researched the Māhele Record for LCA 3660 (see Exhibit O) and discovered that Governor Kuakini had given that land, known then as the 'ili of Ka'ōhia and Kupoamaka, to herdsman John Munn in 1831, well before the Māhele. Munn later titled the land in accordance with Māhele rules, and the Commissioners invited public testimony on the matter. The Record shows a list of attributes of the property, including "Wall/fence: Yes" (they referred to stone walls as "fences" at that time), and "Road/path: No". Testimony at that time showed the property was walled. So, the LCA 3660 property was walled, and there was no trail, per public testimony and Land Commission approval and award circa 1873. In addition, the LCA survey metes and bounds (see Exhibit P) has no references to a trail or road.

Another source of information on trails in the area was the Commission on Boundaries division of the Land Commission, which in 1878 heard testimony from residents about the boundaries of Hōlualoa 1; Hōlualoa 2; Hōlualoa 3 & Hōlualoa 4. Two testifiers (Keliikanakaole and Ohiihi, see attached Exhibit Q) testified the northern boundary of Hōlualoa 1<sup>st</sup>, of which the subject property is a portion of, existed adjacent to Kahalui 2<sup>nd</sup> along an "iwi aina" down to the shore to Kuapae. "Iwi aina" is defined in "A Dictionary of Hawaiian Legal Land-Terms" by Paul F. Nahoia Lucas as stones thrown up that mark the boundaries of land, sometimes a low stone wall. Sometimes it involved a road, path, or way. So there may have been a pre-contact path along the 'iwi 'āina on the boundary of Hōlualoa 1st and Puapua'a ahupua'a's some 100 yards plus to the north of the Property (see Exhibit R), running parallel to the northern boundary of the project land, and not on the subject Property.

Our focus then turned to the area mauka of the RR ROW above LCA 3660 to find evidence of a trail that extended above the RR ROW that might have been connected to the subject trail, as postulated by Jackson Bauer and his second map, being the Hōlualoa Hui Sheet 1 partition map done in the early 1900's. Jackson noted that Way #4 of this earlier map was somewhat proximate to the subject LCA 3660 trail, and maybe was connected prior to the RR ROW (built in 1901, prior to either of the maps) bisecting the trail.

A 1957 survey map (see Exhibit S) shows the makai portion of Way 4 (which still stands today) as being 8.6 feet across at the opening to the RR ROW, and shows no trail on the nearby portion of LCA 3660. This opening is north of and off-set to the LCA 3660 walls that are makai of the RR ROW to the south of this opening. This survey map was done after Hilo Merchandising Co. (a Dillingham/Carlsmith development entity) had consolidated the adjacent orchard lands mauka of the RR ROW that had been part of Hōlualoa Hui. A 1970 survey map (see Exhibit T) shows much of Way 4 still intact, ending at the approximate mauka location of Alanui Kawila. Note also on Exhibit T the mauka end of Way 4 ends just below two streams (Horseshoe Bend Ditch), which would have precluded Way 4 from being connected to Way 3 above Hualālai Road, another postulation by Jackson Bauer. There is no trail shown on any of these maps on LCA 3660.

Glenn Escott put together an Exhibit (see Exhibit U) that shows the location of Way 4 walls mauka of the RR ROW relative to the LCA 3660 walls makai or the RR ROW. It clearly shows the Way 4 walls north of LCA 3660, and the Way 4 walls do NOT align with the LCS 3660 walls. In addition, the Way 4 walls were less than 10 feet apart (wide) above the RR ROW (see Exhibit V picture), while the nearby LCA 3660 walls makai of the RR ROW were over 40 feet wide (see Exhibit W). These features were not aligned; were built in different time periods; were built for different purposes; and were built in vastly different configurations. There is no map we could find that shows both of these trails on the same map, and there is no evidence that they were related in any way.

One well-known resident of these parts was Takeshi Miyose, son of Yaizo who purchased and leased land in 1910, and who grew up in these orchard lands mauka of the RR ROW. He ended up consolidating his family land with the southern half of LCA 3660 between the RR ROW and Hualālai Road and spent many of his years planting and growing different types of mango trees, so many in fact he became known as “Mango Man”. After his passing, his heirs together with local developer Ed Rapoza developed the properties into Mango Hills subdivision, and obtained an Archeological Inventory Survey by archeologist Bob Rechtman (see Exhibit X for location Map).

A reading of this AIS, approved by the State Historic Preservation Division (SHPD), showed no trails were found on the Miyose property, but several historic farm roads, plus a named trail called Alanui Kawila bounded the mauka boundary of the entire property. Alanui Kawila is Way 1 on Escott’s Hōlualoa Hui Trail Map, and runs north-south connecting Hualālai Road and Kealakowa’a Trail, but as this trail was not on the Miyose property there are no details as to its history in this AIS. Alanui Kawila connects Hualālai Road (circa 1870) to Kealakowa’a Trail (circa 1420). Although Kealakowa’a Trail existed pre-contact, Hualālai Road did not, so it seems unlikely this trail existed pre-contact.

A close review of the AIS Report done for the subject property by Cultural Surveys Hawaii in 1983 was performed, particularly as to Land Use (see Exhibit Y) and the Arch Sites found (see Exhibit Z). The Land Use discussion notes the RR ROW, which was used 1901-1926 to haul sugar cane, lumber and freight between Wai’aha and Keopuka. This likely accounts for the many trails on the 1924 USGS Map that end at the railroad, both mauka and makai, as the residents would have hauled their freight, lumber and sugar to and from the railway on trails. The major land uses for this subject property were coffee (no longer continued) and cattle ranching (still on-going). Archeological features concerning both uses are still evident on the land at the time of this Report, particularly cattle walls. The Report notes: “Whenever there are cultivated crops co-existing with grazing cattle, fences or walls to contain or exclude cattle are necessary (Thus LCA 3660 was walled/fenced). Nowhere else in Hawai’i can one find more plentiful and intricate networks of walls in the Kona Region.” This would explain the many cattle walls on the 1924 Map, many of which exist to this day.

The Report states “There are also corrals and cattle runs for herding cattle between pastures and to loading areas.” And “Within the Project area, the longest walls run mauka-makai. Although many have been bulldozed, the pattern is still discernible. Of interest also are a number of parallel walls that probably served as cattle runs. These appear to terminate at the railroad berm.” The List of Sites (Exhibit Z) done in 1984 by the archeologists list over 50 sites. None of these sites are trails or roads.

An updated AIS on the subject property was done by SCS several years ago, and approved by SHPD. The Conclusions (see Exhibit Z1) are similar to the previous AIS, and notes: “The many Historic era rock walls (Site 31182) are associated with cattle ranching. There are mauka-makai walls divide the entire length of the project area into separate paddocks. There are north-south walls that further divide the paddocks into smaller pastures. There are also a series of large corrals in the southwest corner of the project and a small pen in the southeast corner of the project area. Ranchers often move cattle from paddock to paddock to prevent overgrazing.” The SCS list of Arch Sites lists 18 sites, none of which are a trail.

During a site inspection of the Property, National Park Service Ranger Rick Gmirkin (accompanying Jackson Bauer) stated he had an aerial photograph of the Project area from the 1950’s which showed a trail on it. I have not seen that photo, but was able to obtain a good quality aerial photograph dated 3/22/1950. We were able to blow this photo up and have outlined the Project on the blowup (see Exhibit Z2). Note the Property is comprised of the Gouveia and the Pacheco parcels, but does NOT include the Gomes parcel. LCA 3660 abuts the south side of the property line separating the Gouveia

and Pacheco lands. Although many cattle walls are visible in this photo, as well as what appear to be trails here and there, I am unable to discern a major trail running mauka-makai on or near the LCA 3660 boundary in this photo, including the land below and above the Project land, such as that shown on the 1924 USGS Map.

As previously discussed on pages 1 and 2 of this Report, these “kula” lands between the RR ROW and the Great Wall of Kuakini were deemed undesirable by most of the Hōlualoa Hui members, and these lands were auctioned off by the Commissioner in the early 1900’s. Mr. Thomas Gouveia acquired these lands via Deed dated 1908, and owned them until his estate sold them off to the Dillingham and Carlsmith families in the late 1950’s. He also owned substantial land holdings in the Beach Tract and above the RR ROW (see Exhibit Z3), and had numerous business endeavors in Kona. The Project’s kula lands have been grazed by cattle since at least 1820, when Hawaiian chief Kuakini built the Great Wall of Kuakini (see Exhibit Z4), to keep the grazing cattle out of the neighboring gardens. For 200 years now cattle ranching has been the history of these lands, and the cattle grazing; bulldozing; and wall-building that has occurred over these years has altered the land such that any previous uses of the land are very hard to identify, as there are very few artifacts or sites to inspect.

Conclusion: There likely was a trail from the Coast to the RR ROW in the 1920’s, during the period of time that Gouveia was ranching the land and the West Hawaii Railroad was operating, carrying freight, sugar, and some passengers. It appears to have been in the general vicinity of LCA 3660, but was on private property, and there is no indication it was ever used by the public or built by the Government. There was no trail in LCA 3660 when it was granted by Kuakini in the 1800’s, so the trail likely developed during the ranching period. It disappeared from all maps by the ‘30’s, after the railroad ceased operations. The trail was likely a cattle trail, although it is possible that people used it. The fact that Miyose did not use it to go to the beach indicates it was private, or solely a cattle trail that was not very passable by people.

### Section III-LCA 3660 Boundary Walls

<u>Exhibit No.</u>	<u>Title</u>
A)	Royal Vistas Property
B)	1928 Territorial Strip Map, Portion (Bauer Markup)
C)	Holualoa Hui Sht. 1- Bauer Markup
D)	Holualoa Hui Sht. 2
E)	Holualoa Hui Sht. 3
F)	Holualoa Hui Sht. 4
F)	1932 US Army Map
G)	1875 Map-1 <sup>st</sup> map showing Hualalai Road
H)	Escott Way Map
I)	Sato home near trail in Orchards
J)	Geologic USGS 1944 Map (Closeup)
K)	1924 USGS Quadrangle Map
L)	1928 USGS Quadrangle Map
M)	1932 US Army Map (Done for Na Ala Hele Report cover page)
N)	Kainaliu Quadrangle Map with Escott overlay
O)	LCA 3660 Mahele Record
P)	LCA 3660 metes and bounds description
Q)	1878 Holualoa ahupua'a testimonies
R)	iwi aina location
S)	Way 4 Survey-1957
T)	Way 4 Survey-1970
U)	LCA 3660- Way 4 Walls Proximity
V)	Way 4 walls above RR ROW
W)	LCA 3660 walls below RR ROW
X)	Miyose AIS Map
Y)	Hammatt AIS re Land Use
Z)	Hammatt AIS List of Arch Sites
Z1)	SCS AIS Conclusion
Z2)	Property Line Landmark Index 1950
Z3)	Gouveia Ranch Lands-'30's
Z4)	Kona Cattle Walls