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**Archaeological Inventory Survey and Limited
Subsurface Testing of a 1540-Acre Parcel in the
Ahupua'a of Honuaino 3-4, Hokusano,
Kanaeue, Haleki'i, Ke'eke'e,
'Ilikahi, Kanakau, Kalukalu, and Onouli 1,
Districts of North and South Kona
Island of Hawai'i**

Volume I

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the plantation and railroad in 1906. He extended the line, completing a total of eleven miles of track. The route began above Kailua Town and traveled south to Keopuka. The only known station was at Kona Mill, near the northern end of the railroad. Sugarcane was delivered to the mill in railroad cars.

In April 1906, the West Hawaii Railway Company was formed to build a line of railroad through North and South Kona with an outlet on the seashore at Kealakekua Bay, a total of 30 miles in length. The railway was to be extended at a later date into Kohala and Ka'u. These plans never materialized, and in 1926 the West Hawaii Railway went out of business after having changed hands four times since its original owners.

The railway never carried passengers and was of little use to the general public except to carry freight. (Condé and Best 1973:87-88)

Trails and Roads

One major trail is located within the project. It is known as the King's Trail and is still discernable along the northern half of the project area. The trail runs from the northern boundary at approximately 20 ft. a.m.s.l. to the *mauka* side of Pu'u Ohau. The trail then turns *mauka* and runs roughly parallel with the "Great Wall of Kuakini" until the southern project boundary where it continues into the *ahupua'a* of Keopuka. The portion of the trail *mauka* of Pu'u Ohau to the south boundary was not observable on the ground; however, its location was obtained on historic maps. The portion of the trail that is distinguishable on the ground follows the general route of the Greenwell Road (built by the Greenwell Family), which at one time connected Keāuhou Bay to the north and the Kealakekua Bay settlement at Kaawaloa to the south.

Access to the project area was gained by a dirt and gravel road that extends off of Haleki'i Street south of Kainaliu town. The road runs west (*makai*) until it reaches the

railroad berm at which time it branches off into two roads that extend both to the north and the south and then turn west (*makai*). Both roads run seaward until they connect with the Greenwell Road. Off of the Greenwell Road there are a number of smaller roads that extend toward different destinations including: Nawawa Landing and well, "Cowboy Beach", and "Dr. Trousseau's House" site. There are a number of lesser roads that are still useable that run basically to every section of the project area.

Walls (boundary/agricultural)

The Great Wall of Kuakini

The Great Wall of Kuakini extends in a north/south direction through the project area between 200 and 275 ft. a.m.s.l. Portions of the wall have been recorded in numerous archaeological projects stretching from Palani Road in Kailua to Keauhou (e.g. Kelly [1983:75-76]; Schilt [1984:160-162]).

A wall that may be the Great Wall of Kuakini was recorded by John Papa 'Ti in 1812 at Honua'ula: "A stone wall to protect the food plots stretched back of the village from one end to the other and beyond" (Ii 1959:111). Reverend Albert Baker stated:

Just a little above [the stone church at Kahalu'u], and continuing all the way to Kailua, is the huge stone wall built in Kuakini's time to keep pigs from the cultivated lands above. A still larger wall may be seen mauka of Kainaliu, built for the cattle landed by Vancouver in 1793. (Baker 1915:83-84)

Marion Kelly in *Na Mala o Kona: Gardens of Kona* (1983:75-76) states:

It has long been presumed that this wall was built sometime during the governorship of John Adams Kuakini (1820-1844) to protect the cultivated uplands from the depredations of cattle. However, as the wall is at all points less than a mile from the seacoast, only the food plots in the coastal region would have been protected by it. It probably would have only kept cattle and horses grazing on the *kula* away from theouselots and small gardens along the shoreline....

If we are correct in our assumptions, the Kuakini Wall may have been the *pa 'aina* named as the *makai* boundary in several claims to land along its course (Testimony, Native 4: 563, 564, 565). Perhaps the wall was augmented in height and width in later