

# H-3

## *Keep ancient sites intact, expert says*

Another Hawaiian archaeology expert has concluded that the 1,600-year-old Luluku taro patch irrigation system in the path of the proposed H-3 freeway mauka of Kaneohe is a unified complex which should be preserved whole, rather than in bits and pieces.

Patrick Kirch, director of the Thomas Burke Memorial Museum in Seattle and a former staff archaeologist at Bishop Museum, said the Luluku sites are the oldest known examples of intensive taro irrigation yet revealed in Hawaii.

Kirch said study of the Luluku sites could reveal the evolution of ancient Hawaiian irrigation technology, because some later developments were built on top of old ones.

"The Luluku discoveries now provide a marvelous ar-

chaeological example of Hawaiian taro irrigation at its apogee," Kirch said in a letter to Gard Kealoha, an Office of Hawaiian Affairs trustee who has led the fight to protect Luluku from the H-3 project.

Kealoha said state highway builders are trying to circumvent the requirement to protect the historic site by treating it as 17 separate sites, only some of which need to be preserved. The state has produced expert studies to support its position.

OHA has approved legal action against the state to protect the Luluku area.

Kirch said such sites are all the more significant because of the central role of the taro plant in Hawaiian culture, as reflected in mythology, politics, economics, art and dance.

## *'Shot in the arm' for jobs*

*United Press International*

A state official yesterday pressed for completion of the H-3 Freeway, saying the trans-Koolau project would result in an additional 2,500 jobs a year for the next eight to 10 years.

Robert Gilkey, director of the Department of Labor and Industrial Relations, made his remarks at the Western Apprenticeship Coordinators Association conference at the Princess Kaiulani Hotel.

Gilkey said if legal barriers are removed, the state can spend nearly \$200 million in federal funds immediately with another \$468 million

available. The state would provide another \$74 million.

He said H-3 construction would provide a "shot in the arm" for the construction industry, which he said has been on a downslide.

He said construction jobs have declined from a high of 28,000 in 1974 to less than 16,500 in 1984.

Gilkey said unless the money earmarked is spent for the H-3 project, it will be returned to the federal Transportation Fund Pool.

He also said a proposal to scrap the project and transfer the federal funds to other projects would be "cumbersome and time-consuming."