Getting Around

A look at some of the early transportation systems in and around the Islands

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Getting Around

Throughout the years of late-prehistory, AD 1400s - 1700s, and through much of the 1800s, the canoe was a principal means of travel in ancient Hawai‘i. Canoes were used for interisland and inter-village coastal travel.

Most permanent villages initially were near the ocean and at sheltered beaches, which provided access to good fishing grounds, as well as facilitating convenient canoe travel.

Royal Centers were where the ali‘i resided; ali‘i often moved between several residences throughout the year. The Royal Centers were selected for their abundance of resources and recreation opportunities, with good surfing and canoe-landing sites being favored.

The Hawaiian court was mobile within the districts or kingdom the ali‘i controlled. A paramount's attendants might consist of as many as 700 to 1000-followers made of kahuna and political advisors (including geologists, architects, seers, messengers, executioner, etc;) servants included craftsmen, guards, stewards; relatives and numerous hangers-on (friends, lovers, etc).

There was no regular schedule for movement between Royal Centers. In part, periodic moves served to ensure that district chiefs did not remain isolated, or unsupervised long enough to gather support for a revolt.

As long distance voyaging declined, the need shifted from voyaging canoes to large canoes for chiefly visits and warfare within the Hawaiian Islands, resulting in changes in canoe design.

For these short coastal and inter-island trips, paddling replaced sailing as the dominant power mode. Never certain when hospitality might turn sour, chiefs prudently traveled with bodyguards. On a visit to another chiefdom, they might prepare his food to avoid poisoning.

Their numbers were a silent announcement of his status. At a signal, they could launch a raid, fight a skirmish, or conduct a guarded retreat to the canoe landing. (Kane)

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The canoe was used by the chiefs as a means of ostentation and display. On a voyage the ali‘i occupied the raised and sheltered platform in the waist of the canoe which was called the pola, while the paddle-men sat in the spaces fore and aft, their number showing the strength of the king's following. (Malo)

And for a chief eager to make a quick getaway regardless of wind conditions, his bodyguards could also be put to work as paddlers. No longer needing to wait for a favorable wind, or beat upwind to a destination on long tacks; paddling provided great freedom of mobility, the ability to move canoes in any direction despite calms or adverse winds. (Kane)

The canoes “have the bottom for the most part formed of a single piece or log of wood, hollowed out to the thickness of an inch, or an inch and a half, and brought to a point at each end.”

“The sides consist of three boards, each about an inch thick, and neatly fitted and lashed to the bottom part. The extremities, both at head and stern, are a little raised, and both are made sharp, somewhat like a wedge, but they flatten more abruptly, so that the two side-boards join each other side by side for more than a foot.”

“They are rowed by paddles, such as we had generally met with; and some of them have a light triangular sail, like those of the Friendly Islands, extended to a mast and boom. The ropes used for their boats, and the smaller cords for their fishing-tackle, are strong and well made.” (Captain Cook’s Journal)

“The largest canoe being in the angular point, was rowed by eighteen paddles on each side…. (The Chief’s) canoe was advanced a little forward in the procession, to the actions of which the other ten

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strictly attended, keeping the most exact and regular time with their paddles, and inclining to the right or left agreeably to the directions of the king…"

The Chief "conducted the whole business with a degree of adroitness and uniformity, that manifested a knowledge of such movements and maneuver far beyond what could reasonably have been expected. In this manner he paraded round the vessels, with a slow and solemn motion." (Captain Vancouver)

Later, "Near sunset, our distinguished guests took leave and returned to the shore on their state vehicle-their double canoe, seated on a light narrow scaffolding which rested on the semi-elliptical timbers by which two large parallel canoes, each neatly carved from a tree, are yoked together, five or six feet apart."

Although the canoe was a principal means of travel in ancient Hawai`i, extensive cross-country trail networks enabled gathering of food and water and harvesting of materials for shelter, clothing, medicine, religious observances and other necessities for survival.

Evolution of Ancient Trails to Roads

Ancient trails, those developed before western contact (1778,) facilitated trading between upland and coastal villages and communications between ahupua'a and extended families.

These trails were usually narrow, following the topography of the land. Sometimes, over 'a'ā lava, they were paved with water-worn stones.

June 21, 1803 marked an important day in the history of Hawai'i land transportation and other uses when the Lelia Byrd, an American ship under Captain William Shaler (with commercial officer Richard Cleveland,) arrived at Kealakekua Bay with two mares and a stallion on board.

Before departing to give these gifts to Kamehameha (who was on Maui at the time,) the captain left one of the mares with John Young (a trusted advisor of the King, who begged for one of the animals).

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Shaler and Cleveland then departed for Lāhainā, Maui to give the mare and stallion to King Kamehameha I. Hawai‘i had a new means of transportation (as well as a work-animal to help control the growing cattle population (gifts from Captain Vancouver in 1793)).

However, until the mid-1800s, overland travel was predominantly by foot and followed the traditional trails.

The missionaries, who arrived in April 1820, selected their key stations and localities based on their accessibility via the *ala loa (long trail)* and smaller *ala hele* (paths) from neighboring *ahupua‘a*.

The mission stations generally coincided with the traditional chiefly centers, which by that time, were also developing as trade points with foreign vessels.

Eventually, wider, straighter trails were constructed to accommodate horse drawn carts. Unlike the earlier trails, these later trails could not conform to the natural, sometimes steep, terrain.

Various archaeologists note the following evolution of Hawai‘i trails:

- Pre-contact/Early historical … Single-file footpath … Follow contours of coast
- 1820-1840 … Widened for one horse … Coastal - curbstones added
- 1820-1840 … Built in straight lines, inland
- 1841-1918 … Widened for two horses … Straight, leveled
- Late-1800s-early 1900s … Widened for horse cart … Straight, leveled

They often by-passed the traditional trails as more remote coastal villages became depopulated due to introduced diseases and the changing economic and social systems.

By the early 1850s, specific criteria were developed for realigning trails and roadways, including the straightening of alignments and development of causeways and bridges.

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This system of roadwork, supervised by district overseers, and funded through government appropriations - with labor by prisoners and individuals unable to pay taxes in another way - evolved over the next 40 years.

Horses, Mules and Bullocks

In the 1820s and 1830s, more horses were imported from California, and by the 1840s the use of introduced horses, mules and bullocks for transportation was increasing.

By the middle of the nineteenth century, riding on horseback had come to be both a common means of efficient travel and a common form of recreation and entertainment. The recreational aspect of horseback riding made the greatest appeal. Hawaiians became enthusiastic and expert equestrians. (Kuykendall)

By the time of horse travel, Hawaiian fashion had already transitioned to Western wear, and Hawaiian women chose to ride astride, rather than sidesaddle. They adapted the traditional pāʻū by adding length to it – it was worn as a protective covering to keep a woman's fancy garment from getting soiled on the way to a party or gathering.

The earliest pāʻū skirts were formed from fabrics of the day, primarily calico or gingham. It was made of a single piece of fabric, up to 12 yards in length, wrapped around the rider in such a way as to flow over the stirrups and to the ground.

There are no "fasteners," such as buttons, pins or buckles; the pāʻū is held in place with kukui nuts that are twisted inside the fabric, tucked into the waistband for a secure fit.

Honolulu Streets

In 1825, Andrew Bloxam (naturalist aboard the HMS Blonde) noted in Honolulu that, "The streets are formed without order or regularity. Some of the huts are surrounded by low fences or wooden stakes ... As fires often happen the houses are all built apart from each other. The streets or lanes are far from being clean ..." (Clark, HJH)

Richards Street was an exception to Bloxam's claim; alone of Honolulu streets, in the combination of being straight, of even width and reaching to the water-front, Richards Street is also in line with the edge of the reef bordering the harbor channel. (Clark)

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In the early years, boats either anchored off-shore, or they were pulled into the harbor (this was done with canoes (it might take eight double canoes with 16-20 men each)) or it meant men (different accounts give the number from 200 to 400).

In 1816 (as stories suggest,) Richards Street alignment was the straight path used to pull ships through the narrow channel into the harbor, working in the pre-dawn calm when winds and currents were slow.

Effectively, the street was the inland tow path. Later, Governor Kekūanāoʻa organized an ox-team to pull the larger vessels up the narrow channel into the harbor basin.

“The ox-team waited on the eastern point of the harbor entrance until connected by a hawser (rope) with the vessel anchored in the deep water outside. The hawser necessarily was very long because the shoal water extended outward for quite a distance.”

“When all was ready, the team walked along the channel reef but, as such towing must be in straight line, on reaching the beach the cattle could only proceed straight inland until the long hawser had drawn the vessel right into the basin.” (In one account the team numbered twenty oxen.) (Clark) Later (1854,) a tug (the Pele) was used to move ships in the harbor.

By the 1830s, King Kamehameha III initiated a program of island-wide improvements on the *ala loa*, and in 1847, a formal program for development of the *alanui aupun*i (government roads) was initiated.

Sidewalks were constructed, usually of wood, as early as 1838. The first sidewalk made of brick was laid down in 1857 by watchmaker Samuel Tawson in front of his shop on Merchant Street.

In 1838, a major street improvement project was started. Honolulu was to be a planned town. Kinaʻu (Kuhina Nui Kaʻahumanu II) published the following proclamation: "I shall widen the streets in our city and break up some new places to make five streets on the length of the land, and six streets on the breadth of the land... Because of the lack of streets some people were almost killed by horseback riders …"

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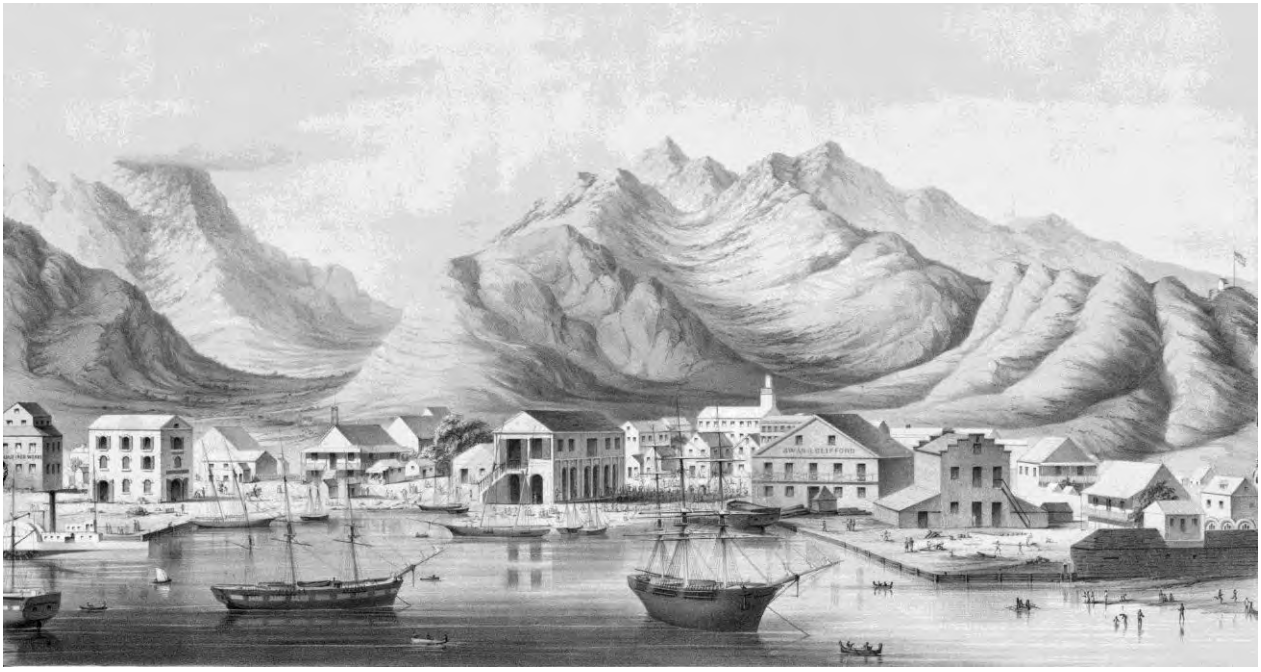
By the 1840s, the use of introduced horses, mules and bullocks for transportation was increasing, and many of the old traditional trails - the ala loa and mauka-makai trails within ahupua‘a - were modified by removing the smooth stepping stones that caused the animals to slip.

In 1845, Commander Charles Wilkes criticized the city by saying: "The streets, if so they may be called, have no regularity as to width, and are ankle-deep in light dust and sand ... and in some places, offensive sink-holes strike the senses, in which are seen wallowing some old and corpulent hogs."



It wasn't until 1850 that streets received official names. On August 30, 1850, the Privy Council first named Hawai‘i's streets; there were 35-streets that received official names that day (29 were in Downtown Honolulu, the others nearby).

At the time, "Broadway" was the main street (we now call it King Street;) it was the widest and longest - about 2-3 miles long from the river (Nu‘uanu River on the west) out to the "plains" (to Mānoa).

Bridges also became necessary. Perhaps the first was a footbridge across the Wailuku River in Hilo, described in 1825. The first important span on O‘ahu was the Beretania Street bridge built over Nu‘uanu Stream in 1840.

The fledgling sugar industry was starting to spread across the islands (with the first successful commercial sugar plantation founded in 1835 at Kōloa, Kaua‘i).

It wasn’t until 1852 that the Chinese became the first contract laborers to arrive in the islands. At about that time, Honolulu had approximately 10,000-residents. Foreigners made up about 6% of that (excluding visiting sailors). Laws at the time allowed naturalization of foreigners to become subjects of the King (by about that time, about 440 foreigners exercised that right).

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The majority of houses were made of grass (hale pili,) there were about 875 of them; there were also 345 adobe houses, 49 stone houses, 49 wooden houses and 29 combination (adobe below, wood above). In 1847, Washington Place was built by future-Queen Liliʻuokalani's father-in-law.

Honolulu Harbor was bustling at that time. Over the prior twenty years, the Pacific whaling fleet nearly quadrupled in size and in the record year of 1846; 736-whaling ships arrived in Hawaiʻi.

Shortly after, however, in 1859, an oil well was discovered and developed in Titusville, Pennsylvania; within a few years this new type of oil replaced whale oil for lamps and many other uses – spelling the end of the Hawaiʻi whaling industry.

At the time, Honolulu Harbor was not as it is today and many of the visiting ships would anchor two to three miles off-shore - cargo and people were ferried to the land.

What is now known as Queen Street was actually the water's edge.

From 1856 to 1860, the work of filling in the reef to create an area known as the "Esplanade" (where Aloha Tower is now situated) and building up a water-front and dredging the harbor was underway. Fort Kekuanohu (Fort Honolulu) was demolished in 1857; its walls became the 2,000-foot retaining wall used to extend the land out onto the shallow reef in the harbor - some of the coral blocks are still visible at Pier 12.

The old prison was built in 1856-57, to take the place of the old fort (that also previously served as a prison). The custom-house was completed in 1860. The water-works were much enlarged, and a system of pipes was laid down in 1861.

The city was regularly laid out with major streets typically crossing at right angles - they were dirt (Fort Street had to wait until 1881 for pavement, the first to be paved).

Honolulu Hale was then located on Merchant Street (now the park/vacant lot between the Kamehameha V Post Office and Pioneer Plaza). County governance was authorized in 1905 and what we now know as Honolulu Hale today was built in 1928.

Following a road realignment program directed by Kuhina Nui Kīnaʻu (Kaʻahumanu II) to straighten out the streets, Honolulu was linked by four "big paths" or alanui: Beretania and Queen bordered it in the north and south and Alakea and Nuʻuanu defined its eastern and western limits.

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Nearly two-decades before (about 1830,) Queen Kaʻahumanu ordered that a wall be built in the Makiki area to keep cattle from the inland residential areas. The stone wall also marked a path across Makiki which was first called Stonewall Street; this former path is now covered by Wilder Avenue.

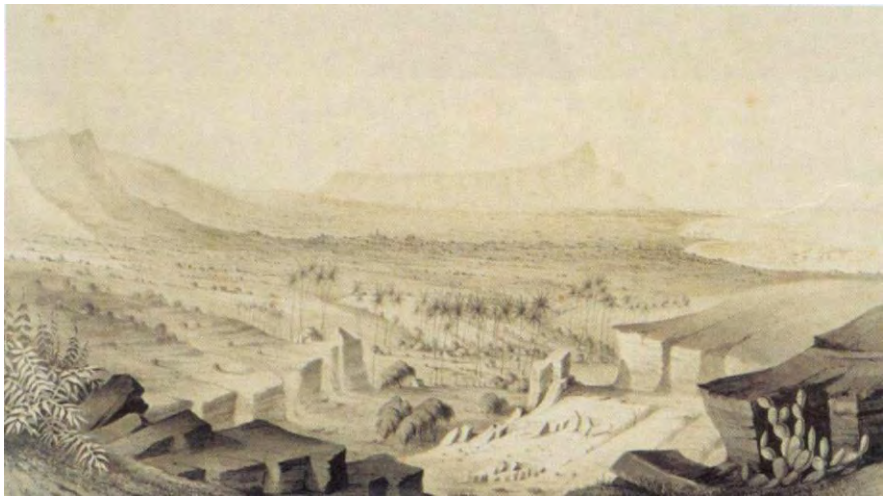
The government decreed that after May 4, 1850 no horses, cattle, or other animals could run at large there; more than 30 years later agents were being appointed to take up strays. (Greer)

Beyond Honolulu's limits there were few residences other than the grass houses of Hawaiians. The population was growing toward and up Nuʻuanu, but Honolulu was hemmed on the Diamond Head end by the barren plains called Kulaokahuʻa.

Kulaokahuʻa – The Plains

Kulaokahuʻa ("the plain of the boundary") was the comparatively level ground below Makiki Valley (between the mauka fertile valleys and the makai wetlands). This included areas such as Kakaʻako, Kewalo, Makiki, Pawaʻa and Mōʻiliʻili.

"It was so empty that after Punahou School opened in July 1842, mothers upstairs in the mission house could see children leave that institution and begin their trek across the barren waste. Trees shunned the place; only straggling livestock inhabited it." (Greer)



This flat plain would be a favorable place to play maika, a Hawaiian sport which uses a disc-shaped stone, called an ʻulu maika, for a bowling type of game.

There were several horse paths criss-crossing the Kulaokahuʻa Plains. In the 1840s, it was described as "nothing but a most exceedingly dreary parcel of land with here and there a horse trail as path-way." (Gilman) The flat plains were also perfect for horse racing, and the area between present-day Piʻikoi and Makiki Streets was a race track.

The Plains were described as dry and dusty, without a shrub to relieve its barrenness. There was enough water around Makiki Stream to grow taro in loʻi (irrigated fields,) and there was at least one major ʻauwai, or irrigation ditch.

From 1840 to 1875, only a few unpaved roads were in the area, generally along the present course of King, Young, Beretania and Punahou Streets. These roads or horse paths "ran a straggling course which changed as often as the dust piled up deep". (Clark)

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“As early as 1847 a number of sales took place of lots in Honolulu, Kulaokahu‘a plain, Manoa and Makawao." (Interior Department, Surveyor’s Report, 1882)

On July 11, 1851, an Act was passed confirming certain resolutions of the Privy Council of the previous year, which ordered "that a certain portion of the Government lands on each island should be placed in the hands of special agents to be disposed of in lots of from one to fifty acres in fee simple, to residents only, at a minimum price of fifty cents per acre." (Interior Department, Surveyor’s Report, 1882)

Between the years 1850 and 1860, nearly all the desirable Government land was sold, generally to Hawaiians. The portions sold were surveyed at the expense of the purchaser. (Interior Department, Surveyor’s Report, 1882) Most of the Kulaokahu‘a lands were not included.

Clark noted that “the settling of the Plains did not come until the 1880s, after water was brought from Makiki Valley.” Kulaokahu‘a became more hospitable when water became available from springs and artesian wells, and would gradually be transformed into an attractive residential district in the 1880s.

A notation concerning an 1878 article in the Pacific Commercial Advertiser notes a new 400,000-gallon Makiki reservoir (to be completed June 1879) to supply the Kulaokahu‘a plains and Waikikī, and eventually Kapi‘olani Park. (Krauss)

In marketing material advertised in the Pacific Commercial in 1881, the area is described as, Beretania, King, Young, Victoria, Lunalilo and Kinau Streets, no taro patches, good roads, plenty of water, best of soil, beautiful scenery and pure air. (Krauss)

Honolulu Rapid Transit (HRT)

In 1888, the animal-powered tramcar service of Hawaiian Tramways ran track from downtown to Waikīkī.

In 1900, the Tramway was taken over by the Honolulu Rapid Transit & Land Co (HRT).

That year, an electric trolley (tram line) was put into operation in Honolulu, and then in 1902, a tram line was built to connect Waikīkī and downtown Honolulu. The electric trolley replaced the horse/mule-driven tram cars.

"In those days - there were only four automobiles on Oahu in 1901 - you lived downtown because you worked downtown, you couldn't live in Kaimuki or in Manoa." (star-bulletin) The tram helped changed that.

HRT initially operated electrically powered streetcars on tracks through Honolulu streets. Power came from overhead wires.

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The rolling stock consisted of ten 10-bench cars; fifteen 8-bench cars; two closed cars; eight convertible cars and ten trailers. (Electrical Review 1902)

For the line work, wooden poles thirty feet long were used and placed about 100-feet apart. The necessary span wires are so placed to allow the trolley wire, which was 4/0 copper wire, about twenty-feet above the track. (Electrical Review)

"The company operates on twenty miles of trackage, which is continually being extended to anticipate the demands of traffic. The overhead trolley system is in vogue, with power supplied from a modern generating plant operated by oil fuel. The entire equipment conforms to the latest offered by modern invention, providing for safety, durability and comfort." (Overland Monthly, 1909)

"The company's service extends to Waikiki beach, the famous and popular resort of the Hawaiian and tourist, and where the aquarium, the property of the company, is one of the great objects of attraction. Kapiʻolani Park, the Bishop Museum, the Kahauki Military Post, the Royal Mausoleum, Oʻahu College and the Mānoa and Nuʻuanu valleys are reached by the lines of this company." (Overland Monthly, 1909)

The streetcars were replaced completely by buses (first gasoline and later diesel buses).

Bus service was inaugurated by HRT in 1915, initially using locally built bodies and later buses from the Mainland (acquired in 1928). Trolley buses operated on a number of HRT routes from January 1938 to the spring of 1958. Electric street cars, first used by HRT on August 31, 1901, were withdrawn early in the morning of July 1, 1941. (Schmitt)

"At two o'clock on the afternoon of June 31, 1941, car 47 left the HRT carhouse. Number 47's run that day was unusual. To begin with, it was an old open car, one of those originally built about 1908. In addition, the car sported one of the largest leis ever made, which circled it completely. At the controller was George Bell, son of Jack Bell who ran HRT's first car in 1901. The car ran over the remaining rail line all afternoon and evening … The end finally came at 1:30 a.m. on July 1, 1941." (Hawaiian Tramways)

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Entrepreneur Harry Weinberg from Baltimore began investing in HRT in 1954 and methodically proceeded to take over HRT in 1960. After Weinberg took control of HRT he went on to continue investing in real estate and other corporations.

The company suspended all service after December 31, 1970, because of a labor dispute, and was succeeded a few months later by MTL, Inc. (a new management company established by the City and known as Mass Transit Lines (MTL). (Schmitt)

As a consequence of court decisions, the March 22, 1973 issue of the Honolulu Advertiser declared that finally "Weinberg, City agree to quick takeover of site." (Papacostas – ASCE)

In addition to service to the core Honolulu communities, HRT expanded to serve other opportunities. In the fall of 1901, a line was sent up into central Mānoa. The new Mānoa trolley opened the valley to development and rushed it into the expansive new century.

O'ahu Railway & Land Company (OR&L)

In 1885, Dillingham embarked on a land development project west of Honolulu and, like his continental counterparts, realized that this venture would not succeed without improved transportation to the area. He also figured that a railroad needed to carry freight, as well, in order to be profitable.

The drilling of the first artesian well on the Ewa Plain by James Campbell in 1879 presented Dillingham another opportunity. He obtained 50-year leases beginning in 1887 from Campbell in Ewa.

In 1888, the legislature gave Dillingham an exclusive franchise "for construction and operation on the Island of O'ahu a steam railroad ... for the carriage of passengers and freight."

Ultimately OR&L sublet land, partnered on several sugar operations and/or hauled cane from Ewa Plantation Company, Honolulu Sugar Company in 'Aiea, O'ahu Sugar in Waipahu, Waianae Sugar Company, Waialua Agriculture Company and Kahuku Plantation Company, as well as pineapples for Dole.

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Likewise, OR&L hauled various stages in the pineapple harvesting/production, including the canning components, fresh pineapple to the cannery, ending up hauling the cased products to the docks.

By 1895 the rail line reached Waianae. It then rounded Ka‘ena Point to Mokule‘ia, eventually extending to Kahuku. Another line was constructed through central O‘ahu to Wahiawa.

Passenger travel was an add-on opportunity that not only included train rides, they also operated a bus system. However, the hauling for the agricultural ventures was the most lucrative.

They even included a “Kodak Camera Train” (associated with the Hula Show) for Sunday trips to Haleiwa for picture-taking. During the war years, they served the military.

OR&L (using another of its “land” components,) got into land development. It developed Hawai‘i’s first planned suburban development and held a contest, through the newspaper, to name this new city. The winner selected was “Pearl City” (the public also named the main street, Lehua).

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The railway owned 2,200-acres in fee simple in the peninsula. First they laid-out and constructed the improvements, then invited the public on a free ride to see the new residential community. The marketing went so well; ultimately, lots were auctioned off to the highest bidder.

Multiple factors affected the ultimate demise of the rail operations: sugar/pineapple production fizzled in the islands; more and more people were getting automobiles for travel; a 1946 tsunami damaged tracks and the war's end stopped military travel.

The last ride on OR&L's train operations was on December 31, 1947, ending 58-years of steam locomotives hauling all kinds of people, freight and other around O'ahu. The Dillinghams were out of transportation, but were active in development, construction and dredging. (Next Stop Honolulu)

Subdivisions Outside of Honolulu

To get around people walked, or rode horses or used personal carts/buggies. It wasn't until 1868, that horse-drawn carts became the first public transit service in the Hawaiian Islands, operated by the Pioneer Omnibus Line.

Nu'uanu Valley was the first of the valleys to undergo residential development because it was convenient to the town (when most people walked from town up into the valley).

Pacific Heights

In 1899, Pacific Heights, just above Honolulu, on the south ridge of Nu'uanu Valley was laid out and marketed. They built the Pacific Heights Electric Railway to support the housing development.

If you look at the layout and topography of Pacific Heights, due to the slope, as you go up the hill, the road switches back and forth – making the walk a lot longer. You quickly see the challenges those in the middle or upper section have in getting to the bottom.

It is not clear how far the tram traveled up the subdivision; but if you lived near the top and needed to get up/down the hill, you had a long way to go to get there.

Hidden in overgrowth (or in use by neighboring properties,) is a flight of stone steps from the bottom of the subdivision to the middle section of the subdivision (as the road bends back, just above the Water Department facility;) it was in the original subdivision. (They are still there.)

Middle and upper homeowners walking up/down the hill could bypass the lower switchbacks and take a bee-line to/from the bottom. Early mapping of the subdivision notes this short cut down the hill.

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Mānoa

The first subdivision in Mānoa was the Seaview tract, in Lower Mānoa near Seaview Street, which was laid out in 1886 (this area in the valley became known as the "Chinese Beverly Hills" due to the high percentage of people of that ethnic group buying into the neighborhood (1950s)). (DeLeon)

In addition to service to the core Honolulu communities, HRT expanded to serve other opportunities. In the fall of 1901, a line was also sent up into central Mānoa.

The new Mānoa trolley opened the valley to development and rushed it into the expansive new century. In particular, it would help to sell a very new hilltop subdivision, "College Hills," (part of former Oʻahu College - Punahou School - property) and also expand an unplanned little "village" along the only other road, East Mānoa. (Bouslog)

Hotels Attractions to Support the Transit

Repeatedly evidenced in the early years of rail across the continent, railroads looked to expand their passenger business by operating hotels and attractions at the ends of the lines.

Once a railroad was being built to a new location, the land speculators would prepare for cashing in on their investment. A hotel would typically be in place by the time the railroad service began.

Prospective buyers needed to have a place to stay and sites to see, so they could become enamored of the scenery and have time to be enticed into buying a piece of property.

Simply look at the early history of trains and ships, the pattern is apparent. Several in Hawaiʻi followed this example in the planning of their transportation systems.

Haleʻiwa Hotel

Just like the rail programs on the continent, the railroad owned and operated the Haleiwa Hotel and offered city folks a North Shore destination with beaches, boating, golf, tennis and hunting.

On August 5, 1899, as part of the Oʻahu Railway & Land Company (OR&L) rail system, the Haleʻiwa Hotel ("house of the ʻiwa", or frigate bird) was completed.

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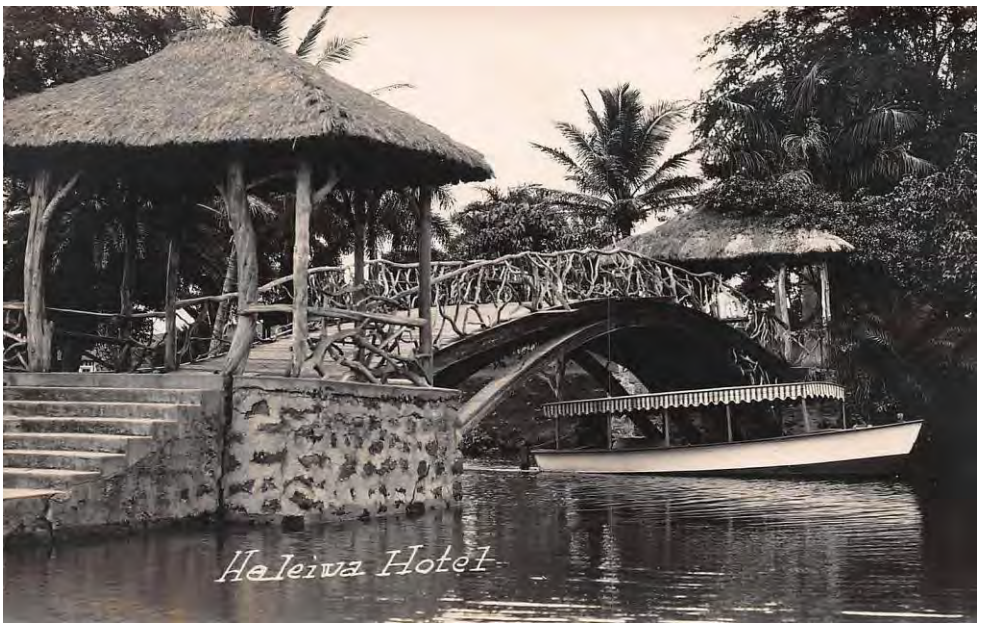
Guests were conveyed from the railway terminal over the Anahulu stream to fourteen luxurious suites, each had a bath with hot-and-cold running water.

Thrum's 'Hawaiian Annual' (1900,) noted, "In providing so tempting an inn as an adjunct and special attraction for travel by the Oahu Railway – also of his (Dillinghams's) creation – the old maxim of 'what is worth doing is worth doing well' has been well observed, everything About the hotel is first class…"

The weekend getaway from Honolulu to the Haleʻiwa Hotel became hugely popular with the city affluent who enjoyed a retreat in "the country."

Reportedly, a round-trip, two-day excursion by train from Honolulu to Haleʻiwa, around Kaʻena Point, cost $10. It included an overnight stay at the Hotel, a tour through Waialua sugar mill and a ride up to Wahiawa to tour the plantations.

With the opening of the Haleʻiwa Hotel, the business climate expanded and tourism began to play a hand in the area. Many of the early business families and their original business buildings still remain in Haleʻiwa town today. Some of the town's buildings are protected landmarks.



As noted in 'The Union Pacific Magazine,' (1924) "there are few more charming spots in the Hawaiian Islands than this delightful hotel with its bungalow cottages for guests and its beautiful grounds sloping gently back to the bank of a crystal clear river that runs out between lava rocks to the sea".

The hotel was part of a bigger plan to expand and diversify operations of the OR&L rail line. OR&L primarily serviced the sugar plantations, adding a hotel at the end of the line opened up opportunities to

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expand the number of people riding the train. (By 1953, the aged, termite-ridden structure had been torn down. Hale‘iwa Joe’s restaurant now stands where the Hale‘iwa Hotel once stood.)

Passenger travel was an add-on opportunity that not only included train rides; they also operated a bus system. However, the hauling for the agricultural ventures was the most lucrative.

Waikīkī Aquarium

The Waikīkī Aquarium opened on March 19, 1904; it is the third oldest aquarium in the United States. Its adjacent neighbor on Waikīkī Beach is the Natatorium War Memorial.

Then known as the Honolulu Aquarium, it was established as a commercial venture by the Honolulu Rapid Transit and Land Company, who wished to “show the world the riches of Hawai‘i’s reefs”.

It was also a practical objective of using the Aquarium as a means of enticing passengers to ride to the end of the new trolley line in Kapi‘olani Park, where the Aquarium was located. (The trolley terminus was across Kalākaua Avenue from the Aquarium, near the current tennis courts.)

Many in the community hoped that the Honolulu Aquarium would help develop a flagging tourism industry with the Aquarium serving as a “point of interest.”

Author Jack London called it a “wonderful orgy of color and form” from which he had to tear himself away after each visit.

When the property lease expired in 1919, the Cooke Estate ceded the Aquarium's property lease to the Territory of Hawai‘i, and the newly formed University of Hawai‘i assumed administration of the Aquarium and the laboratory.

During these early years (1919 - 1973) admissions to the Aquarium were deposited to the State General Fund and did not return to the Aquarium for upkeep. It was renamed the Waikīkī Aquarium following its reconstruction in 1955.

Aloha Amusement Park

An amusement park for the city of Honolulu was a long-contemplated project by a number of prominent citizens, and various sites convenient to the public traffic were considered.

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The “official” opening of Aloha Amusement Park on Kalākaua Avenue in Waikīkī was September 14, 1922. (Although the American Legion held a 4th of July carnival there as its first use (even though the park was not completed, they used the partially completed facility for the celebration).

The three-day 4th of July celebration attracted nearly 25,000 paid admissions to the park; of this number, 16,395 attended on the closing day.

That year’s annual report of the Honolulu Rapid Transit and Land Company noted the opening of the park “resulted in a considerable increase in night travel. This attraction in its present location will no doubt stimulate travel on the cars.” (In part, the siting of the facility was due to the accessibility over the transit line.)

Reportedly, the Advertiser described it as "another laurel to the wreath of Honolulu's progressiveness."

Aloha Park was adjacent to Fort DeRussy, an American army base and was opened by the Aloha Amusement Company, a group of local investors.

While Honolulu only had a permanent population of 90,000, it also had a transient population of 30,000 soldiers, sailors and tourists. And its mild climate was perfect for year around operation.

Cars and Roads

Honolulu resident HP Baldwin is credited with having the first automobile back in October 1899 (it was steam-powered). The first gasoline-powered automobile arrived in the Islands in 1900.

Fast-forward a half-century of road building, growth in the number of automobiles and the associated traffic.

As a result of statehood for Alaska and Hawai‘i in 1959, US Bureau of Public Roads was directed to study the needs and opportunities for Interstate routes there.

Four basic factors were used in considering the relative merit of routes: (1) national defense, (2) system integration - the value of the route as a connector between centers of population and industry which generate traffic, (3) service to industry by manufacturing, fishing, agriculture, mining, forestry, etc, as measured by value of products or by traffic data, and (4) population. (Bureau of Public Roads, 1960)

When the routes considered for Interstate designation in Hawai‘i were studied in relation to the established criteria for selection, it was determined that routes totaling about 50 miles have factors of service that are definite characteristics of the Interstate System. (Bureau of Public Roads, 1960)

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Honolulu Westerly to Barbers Point……..19
Honolulu southeasterly to Diamond Head....7
Honolulu northeasterly to Kaneohe Base….14
Pearl City to Schofield Barracks……..10
Total……..50

The result was the initial identification of three Island Interstates – H-1, H-2 and H-3. These roads also have names: H-1 is called Queen Liliʻuokalani Freeway (from exits 1-18 – about Middle Street) and Lunalilo Freeway (from exits 19-27). H-2 is called Veterans Memorial Freeway and H-3 is called John A Burns Freeway.

H-1 runs along the southern shore of Oahu, from Kapolei, around Pearl Harbor to just past Diamond Head State Monument. H-2 extends north from H-1 and Pearl Harbor to Wahiawa and the Schofield Barracks Military Reservation. H-3 runs from northwest Honolulu at Āliamanu Military Reservation to the Hawaii Marine Corps Base on Kāneʻohe Bay.

Interstate H-1 was first authorized in as a result of the Statehood Act of 1960. Work was completed on the first segment of the new H-1 Interstate, spanning 1-mile - from Koko Head Avenue to 1st Avenue, on June 21, 1965.

A temporary westbound exit to Harding and a temporary eastbound entrance from Kapahulu Avenue allowed motorists to access the new freeway until the Kapiʻolani Interchange was completed in October 1967.

On November 1, 1989, the Federal Highway Administration approved the State's request for a fourth Interstate route, a 4.1-mile section of Moanalua Freeway/State Route 78 between H-1 exit 13 and H-1 exit 19. It was assigned the temporary number H-1-A, but was numbered H-201 on December 8, 1990. (DOT delayed putting the signs up, thinking Hawaiʻi drivers may be confused between H-2 and H-201.)

H-4 was an idea once proposed for the city of Honolulu in the late 1960s. Interstate H-4 was to provide traffic relief for the congested Interstate H-1 through the downtown area. From the west Interstate H-4 was to begin at Interstate H-1/Exit 18 interchange, head to the waterfront to a point somewhere between Atkinson Drive and Waikīkī, then head back up to the Kapiʻolani interchange (Exit 25B) on H-1.

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