

RAILWAY SYSTEMS OF THE HAWAIIAN ISLANDS.



VIEW OF HONOLULU HARBOR, SHOWING 4,000 FEET OF WHARF FRONTAGE PROPERTY OF OAHU RAILWAY & LAND COMPANY

[PHOTO BY COURTESY OF HONOLULU PHOTO SUPPLY COMPANY]

Oahu Railway

THE FIRST BUILT IN THE ISLANDS

THE early history of the lands of the Island of Oahu, extending from Honolulu, the capital of all the islands, to Kahuku, a distance by rail over the splendid railroad system of the Oahu Railway & Land Co., of seventy-odd miles, is full of interest, made doubly so by the wonderful development that has taken place within the past few years by the completion of the above system of railroads, whereby the product from thousands of acres of land is brought to tide-water for shipment to the markets of the world.

Practically but a few years have elapsed since this large area of virgin soil was given over to the industry of stock-raising and pastoral pursuits, and where thousands upon thousands of head of cattle roamed at will, their sleek coats and rounded sides testifying to the luxuriant growth that abounded.

In 1889 the Oahu Railway & Land Company was incorporated with B. F. Dillingham as general manager, and it is to his enterprise and foresight that an empire of wealth was created out of a vast wilderness.

In 1889 grading for the present important railroad system was inaugurated and the road was opened for traffic as far as Aiea on November 16th of the same year, and gradually extended to Pearl City, Ewa Mill, Waianae, Waiialua and thence on to Kahuku, the present terminus of the system, to which point traffic was opened up on January 1st, 1899.

The early trials and tribulations of B. F. Dillingham, the promoter and general manager of the road, are well known by his present associates in business, but the indomitable will power, force and energy characteristic of the man were the chief attributes that won success for the enterprise.

In order that the road should always enjoy a permanent and paving traffic, Mr. Dillingham called to his aid engineers of recognized standing and ability, and the work of development began upon practical lines, and millions of capital have been expended in the industry of manufacturing sugar upon territory opened up by this railway.

The Oahu Railway & Land Co. hold under lease for a long term of years fully 75,000 acres of land along the line of their system, a large portion of which area has been subleased to four plantations, the lessors receiving as rental for same a certain

percentage of the sugar output from the several mills now in operation upon the plantations.

The majority of contracts held with these plantations by the railroad company are long-time contracts, some being as much as sixty years, and in consideration of these contracts the lands were turned over to the plantations, a large area of which has been profitably farmed, and up to the present time has produced enormous crops of sugar cane.

The land of the company reaches an area of at least 50,000 acres of the richest agricultural lands, of which area fully 50 per cent is now under cultivation, and with the probable introduction of oil as a cheaper fuel many of the plantations may reach higher elevations with their pumping systems and materially increase the culturable area.

The contemplated Government Naval work at Pearl Harbor on the line of this system will not only largely increase the population of the district adjacent thereto, but will greatly enhance the value of a large area of land owned by the company in the vicinity of Pearl Harbor.

In a general way, in fact, anything that tends towards the development of the Island of Oahu also benefits the Oahu Railway & Land Co., which depends entirely upon the resources of the Island.

Illustrating the wonderful development that has resulted from the advent and operations of the Oahu Railway & Land Co.'s system, it is a fact worthy of note that the railroad system traverses unbroken fields of sugar cane extending from Honolulu plantation to the west end of Ewa plantation, a distance of twenty miles, and much of the distance beyond to the terminus of the road at Kahuku. As showing more strongly the value of this system of railroad to the Island of Oahu and the rapid developments that have taken place since its inception, it can be stated that the smallest plantation lying along the line of the road will produce more sugar from the 1902 crop of cane than the total output of the entire district previous to the construction of the railroad system.

The business of the Oahu Railway & Land system for the fiscal year 1901 will surpass in volume that of any other year in the history of the road both in passenger and freight traffic.

The main line of the road has been laid with steel rails 49 and 50 pounds to the yard, while the equipment consists of ten Baldwin locomotives, of from eight to thirty-four tons weight, thirty passenger coaches, 193 freight cars, and twenty-five miscellaneous cars, while the trackwork consists of

main line 71 3-10 miles, feeders to main line 7 7-10 miles, sidings, etc., five miles.

At Honolulu the company owns a large area of land, upon which have been erected the main offices and general passenger depot, besides large and capacious workshops in which has been stalled the latest and most modern machinery for the manufacture of the entire rolling stock, except engines, together with that of bridge-work, etc.

The present superior equipment of the railway has so greatly augmented its earning capacity as to render comparison with former years of doubtful utility. The showing made for the year 1901 is phenomenal only when compared with former ones, and is but initial to succeeding years of assured prosperity for the company. The increased traffic resulting from the continued development of plantations along the railway route, and the added facilities of the company for handling their products furnish unanswerable arguments for growth of business each succeeding year. Passing over cars in process of construction and other minor improvements, attention is called to the extensive development of the harbor line.

An exchange of certain lands on the waterfront of Honolulu, owned by the Oahu Railway & Land Company, for the Kawapond tract, owned by the Hawaiian Government, was agreed upon by the parties interested, and having since received the sanction of the United States Government, gives the company now a total wharf frontage in Honolulu harbor of 4000 feet, where two large wharves have been constructed.

These wharves are separated by slips 160 feet wide and dredged to a depth of thirty feet. They will allow dockage for twelve to fifteen vessels, and will be employed for the discharge of machinery, lumber, fertilizers and merchandise demanding immediate shipment. On these wharves have been constructed two large warehouses, each 100 x 400 feet, and each with a storage capacity of 10,000 tons; and also a wharf shed 80 x 400 feet, designed for inward freight. In each of the above mentioned warehouses have been installed two electric conveyors, each being capable of delivering into the hold of a vessel direct 120 tons of sugar in an hour.

The Oahu Railway & Land Company have entered into a contract with the American-Hawaiian Steamship Company to store and handle inter-island sugars, for shipment by this line to the Continent, for a period of ten years, the A. H. S. Co. agreeing to dock exclusively at the company's wharves for discharge of cargoes and taking on of sugars.

With the improved facilities for handling freight, the storage of sugar, and the guaranteed business resulting from the above contract, the future dock earnings will form a most important item in the still further material increase of the company's annual sum total of business.

In the improvement of the water terminals of the company it became necessary to excavate 600,000 cubic yards of material in order to secure a depth of water sufficient to accommodate vessels and steamers of large burthen.

In concluding the report upon the property of the above company attention is called to the attractive natural scenic surroundings along the line of the system, showing a magnificent constantly changing panoramic view of mountain, valley and the Pacific ocean, with the broad expanse of waving sugar cane forming a picture of thrift and beauty.

At Waiialua, upon the line of this railroad system, has been erected a magnificent hotel, known as "Haleiwa," which is constructed upon the most modern ideas, and surrounded by running streams, rustic bridges, fish ponds, etc. This garden spot is made a feature of the road and a visit thereto is included in the itinerary of every tourist visiting Oahu, as likewise made a frequent event by many residents of Honolulu.

It certainly must be highly gratifying to the stockholders of the Oahu Railway & Land Company to witness the steady and substantial growth of the company's business, the successful operation of which means much for the still further development of the Island of Oahu.

Following is the list of officers for 1901:

S. C. Allen, President.
J. B. Atherton, First Vice President.
W. F. Allen, Second Vice President.
A. W. Van Valkenberg, Secretary.
M. P. Robinson, Treasurer.
W. G. Ashley, Auditor.
F. M. Hatch, General Counsel.
B. F. Dillingham, General Manager.
Geo. P. Denison, Superintendent.
C. H. Kluegel, Chief Engineer.
F. C. Smith, General Passenger and Ticket Agent.
R. R. Berg, General Freight Agent.
C. I. Lewis, Master Mechanic.
Jno. A. Hughes, Master Car Builder.
C. M. White, Cashier and Accountant.
H. M. von Holt, Superintendent of Ranches.

Directors—S. C. Allen, J. B. Atherton, W. F. Allen, W. G. Ashley, M. P. Robinson, W. M. Graham, W. F. Dillingham, E. E. Paxton, H. M. von Holt, A. W. Van Valkenberg.
Trustees—W. F. Frear, T. W. Hobron.

Hilo Railroad Company

ISLAND OF HAWAII

THE operations of the above railroad system and its importance to the city of Hilo, and adjacent territory mark a new era in the more rapid development of the Puna and upper Olaa districts of Hawaii. The preliminary work of surveying, securing right of way, and other matters incident to the opening up of the Puna division were consummated by January 1, 1900, when grading was commenced. The operation of track laying began on May 17th, when the first locomotive arrived, and on July 4th the line was opened for traffic to Olaa mill.

Since that period the line has been extended to Puna, and regular traffic to that point has existed since March the first of this year. The total length of the system at present, on a direct line to Puna, is twenty-four miles, while a branch line from Olaa mills towards the Volcano is now under construction, which will be seventeen miles in length, thus giving them a total trackage of forty-one miles at present.

The branch line from Olaa mills, as spoken of, has already been completed a distance of two miles to Keaau, where are located the general supply headquarters of the Olaa Sugar Company. The railroad company having been granted a right of way from the Government along the waterfront of Hilo to Waiuanu street, are contemplating the immediate extension of the main line, thus affording splendid facilities for



GENERAL VIEW OF BUILDINGS AND LANDINGS, HILO RAILROAD COMPANY, HILO, HAWAII

the shipment and handling of freight and passengers.

At present all the business of handling the freight arriving by sailing vessels from the Mainland and elsewhere is by lighters from the side of the vessels, which convey it to a small landing on the Waiakeia river, near the depot of the company.

The constantly growing business of the railway system with the plantations, as likewise individuals and firms, necessitates that more complete and elaborate facilities

should be secured in order to expedite its handling.

The company will in all probability construct excellent wharf facilities of their own for the purpose of expediting the handling of their growing business, surveys and soundings having been already made with that object in view.

The railroad system is the standard gauge, while the present equipment consists of thirty-one flat-cars, twenty box-cars, four

first-class passenger coaches and four locomotives, the largest of which weighs seventy-four tons. The rails are steel, 60 pounds to the yard, and the road is now being well ballasted with first-class material obtained close at hand. The company in ballasting their track have a car mounted with engine and crusher combined, and as rapidly as the rock is crushed it is deposited upon the road where desired, at the rate of 100 tons per day. The freight cars are of 40-ton capacity and supplied with the very lat-