



Alenui

Hawaii Railway
(3' 0")

Haena
Mahukona
Kohala Mill
Niulii

Honokaa Plantation

Pacific Sugar Mill

Kawela Camp
Honokaa Landing
Honokaa

Paaui Mill

Paaui

Laupahoehoe

Weloka

Ninole

Hakalau

Consolidated
(4' 8 1/2")

Honomu

Railway

Papaikou

Paukaa

Wainaku

Hilo Harbor

Hilo

Camp Four

Camp Six

Camp Ten

Camp Eight

Olaa Plantation

Elevenmile Homestead

Kukui

Pulu

Mountain View

Lehua

Glenwood

Ferndale

Pahoa Junction

Pahoa

Puu Honuaul

Kaueleau

Consolidated
(4' 8 1/2")

Railway

Kapoho

Waiakea Plantation

*Island Of
Hawaii*

West Hawaii Railway
(3' 0")

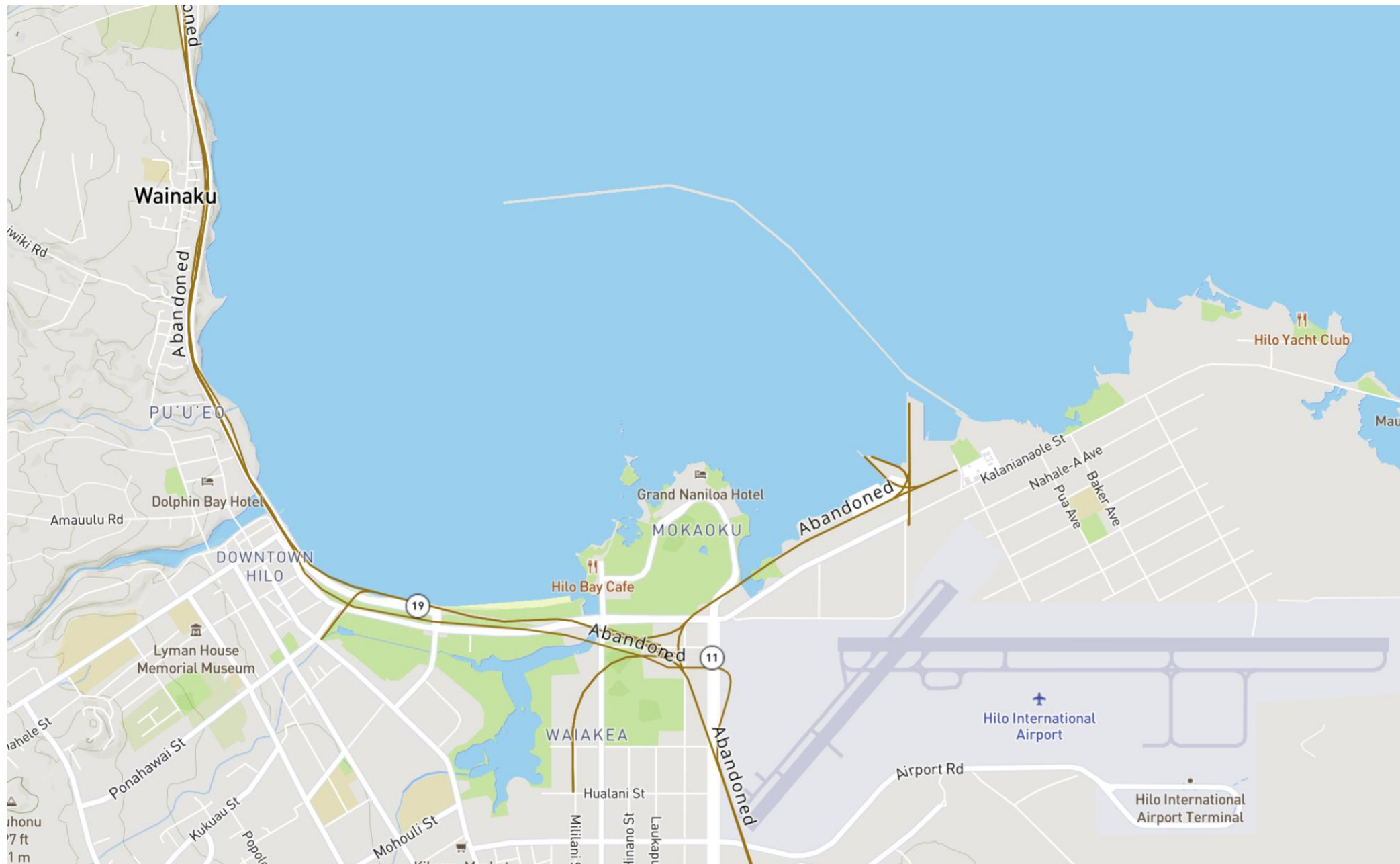
Kailua

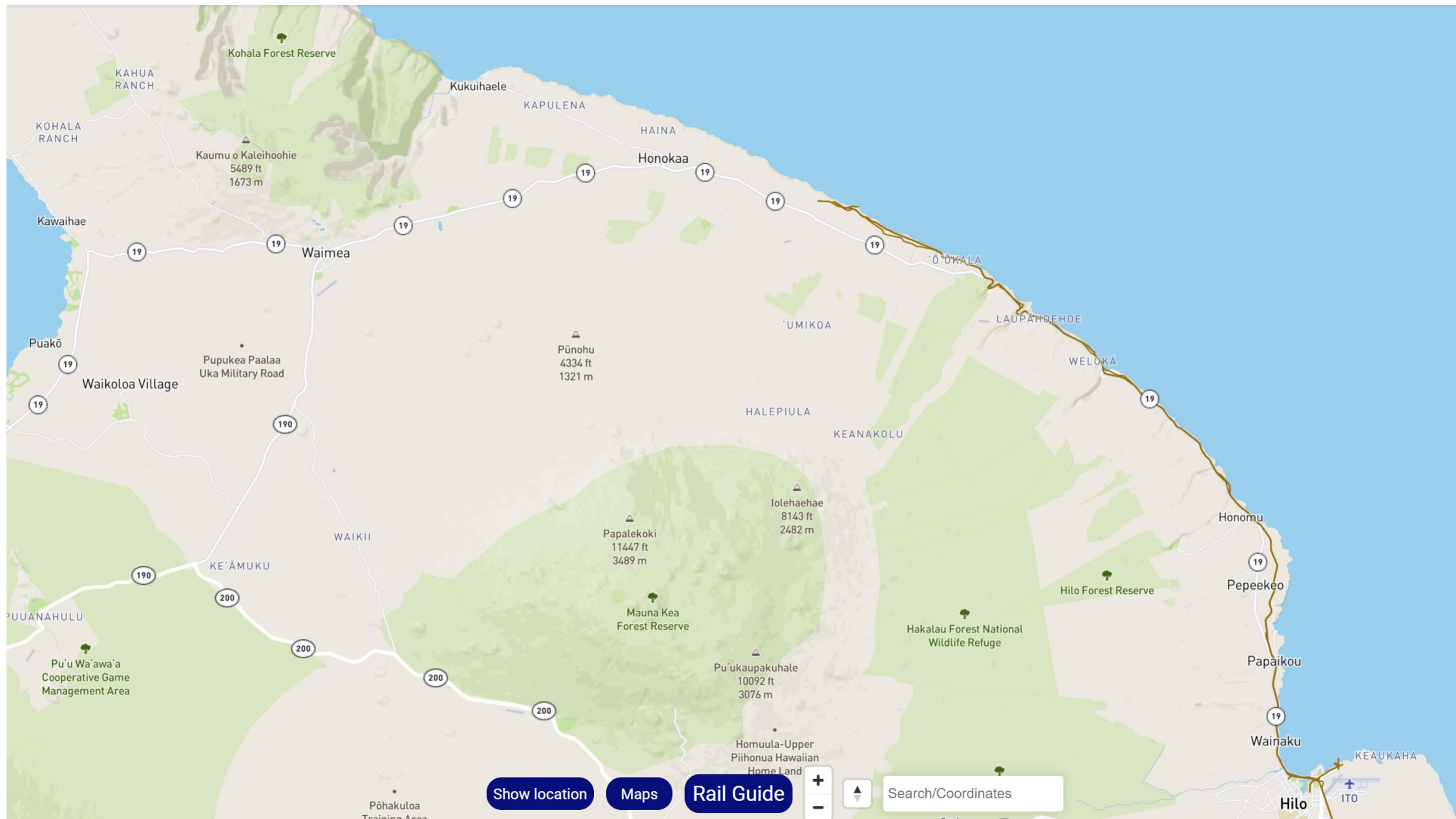
Keauhou

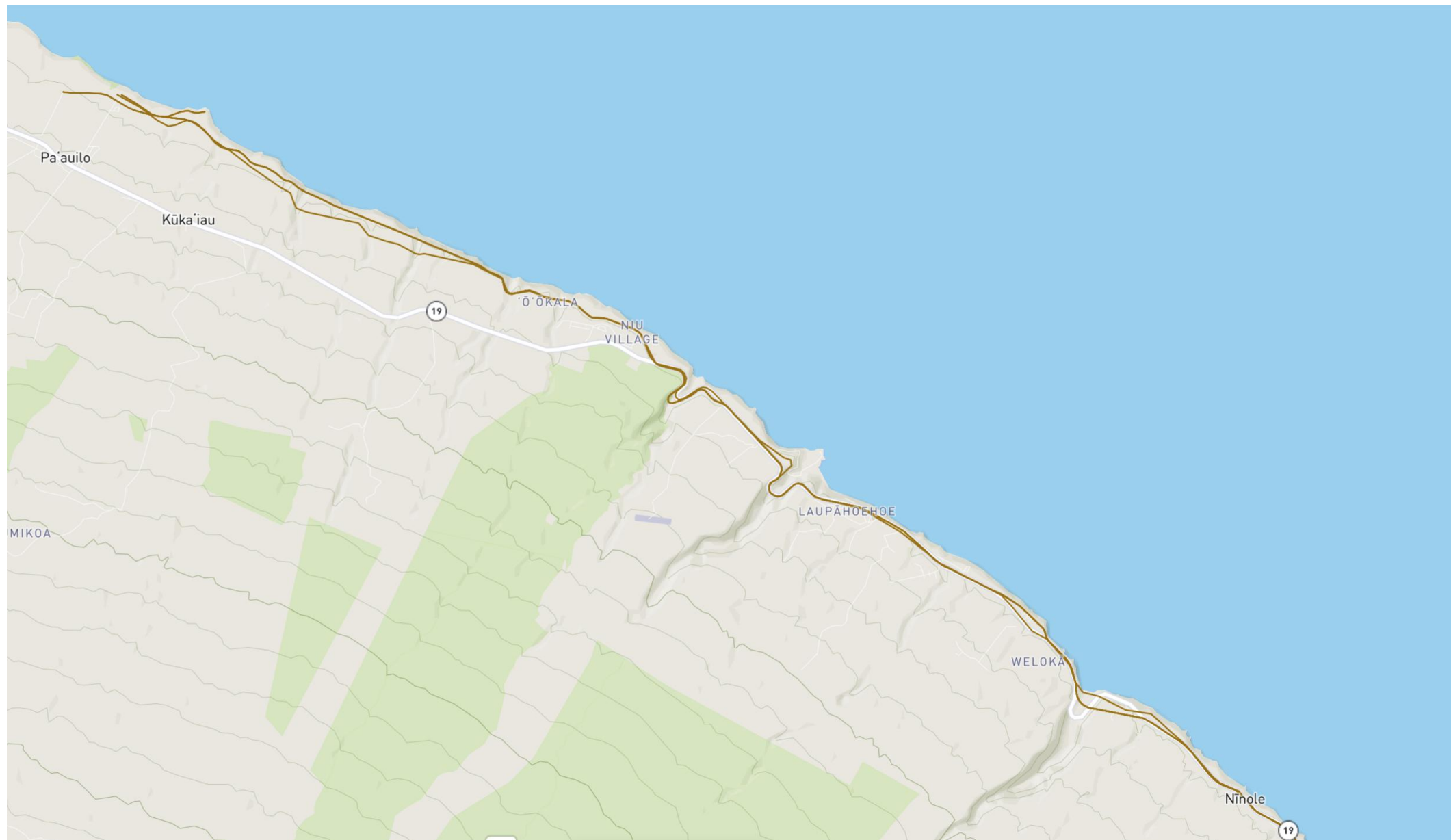
Kona Mill

Captain Cook









- While [Samuel Gardner Wilder](#) was minister of the interior, he secured a charter for a railroad company in 1880. The first [sugarcane plantation](#) in the [Kohala district](#) was started by [Elias Bond](#) in 1863, but transportation proved difficult. Wilder's idea was to transport sugarcane from plantations on the wet [windward](#) side of Kohala to Māhukona where ships could land. Wilder already ran a steamship company, so built a pier at the Māhukona harbor. [Samuel Parker](#) planned a railroad from the east coast to the port of [Hilo](#), but was unable to fund the project.^[4] Work was begun in 1881, the first track opened in 1882, and by 1883 had reached about 20 miles (32 km) to the plantation at Niuli'i. There it met the barrier of [Pololū Valley](#).

Wilder named the first locomotive Kina'u, after his wife.^[6] He had plans to extend his railroad to [Hilo](#), but that did not happen until after his death, built by the [Hawaii Consolidated Railway](#). The two never became connected as dreamed by Wilder.

In 1897 the railroad reincorporated as the Hawaii Railway Company, Ltd., and was bought by the sugar companies in 1899.^[4]

A [sugar mill](#) was built on the north side of the bay, and its remains still stand. A larger wharf was built in 1911 by the [Territory of Hawaii](#) that was immediately destroyed by a storm, and rebuilt. In 1913 it was the fourth busiest port in the islands, but only had 13 vessels enter.^[7] The first [lighthouse](#) was built in 1889 just to the south of the bay.^{[8][9]} In 1915 it was replaced by a concrete pyramid 22 feet (6.7 m) tall.^[10] By 1937, the Kohala Sugar Company had consolidated into the mill at Māhukona, and became Mahukona Terminals Ltd. In 1941 the port closed for World War II. On October 29, 1945, the railroad closed.^[4]

Hawaiian Railroad near Māhukona built in 1882

