

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name TANTALUS - ROUND TOP ROAD
other names/site number Tantalus Drive; Round Top Drive

2. Location

street & number Tantalus Drive; Round Top Drive not for publication N/A
city or town Honolulu vicinity Makiki
state Hawai'i code HI county Oahu Honolulu code 001-003 zip code 96822

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally statewide ___ locally. (___ See continuation sheet for additional comments.)
Astrid M. Blivenman 3/12/08
Signature of certifying official Date
Deputy S.H.P.O., State Historic Preservation Division
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
___ entered in the National Register
___ See continuation sheet.
___ determined eligible for the National Register
___ See continuation sheet.
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain): _____
Signature of Keeper _____
Date of Action _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Resources within Property

Contributing	Noncontributing	
0	0	buildings
1	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Road-related (vehicular)

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: Road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/ Paved Roadway

Materials

(Enter categories from instructions)

foundation N/A
 roof N/A
 walls N/A
 other concrete; masonry (basalt); asphalt paving

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

- Property is:
- A** owned by a religious institution or used for religious purposes.
 - B** removed from its original location.
 - C** a birthplace or a grave.
 - D** a cemetery.
 - E** a reconstructed building, object, or structure.
 - F** a commemorative property.
 - G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING
TRANSPORTATION
SOCIAL HISTORY

Period of Significance

1891 to present

Significant Dates

1891 – 1902 Tantalus Road construction
1913 – 1917 Round Top road construction
1937 – Works Progress Administration paving
ca. 1953-54 - Repaving and roadside drainage
improvements

Significant Person

(Complete if Criterion B is marked above)

H. W. Schmidt,
Henry Hackfeld,
Lorrin Andrews Thurston
Governor Walter Frear

Cultural Affiliation

N/A

Architect/Builder

(designer/engineer) county engineers
(builder) county employees; private
contractors; and prison labor (trusties)

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See continuation sheets

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

See continuation sheets.

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67)
has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other (Name of repository): Hawai'i State
Archives; Hawai'i State Library; Bishop Museum;
Hawai'i Nature Center; State Department of
Transportation

10. Geographical Data

Acreage of Property

UTM References

(Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1	_____	_____	3	_____	_____
2	_____	_____	4	_____	_____

See continuation sheet.

Verbal Boundary Description

The nominated property is an unclosed site approximated by the line segments identified by the UTM coordinates listed on the continuation sheet. This parcel includes the road, lookouts, culverts, retaining walls and curbs within

the public right of way. The boundaries of the nominated district begin at the 1.5 Mile Marker on Tantalus Drive and end at the 8.0 Mile Marker on Round Top Drive.

Boundary Justification

The boundary encompasses, but does not exceed, all of the property that has been historically associated with Tantalus and Round Top Drives. The beginning and end points of this district were determined by the demarcation of the Board of Water Supply system and the Tantalus community's private water catchment system. This section of road holds the greatest historic integrity and character and has been relatively unaltered since the road was completed in 1917. The boundary is further justified by the rural character of this portion of the road in comparison to the lower section closer to urban Honolulu.

11. Form Prepared By

name/title	Ming-Yi Wong and Barbara Shideler, AIA	date	7/11/06
organization	Mason Architects, Inc.	telephone	(808) 536-0556
street & number	119 Merchant Street, Suite 501	zip code	96813
city or town	Honolulu	state	Hawai'i

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name	City and County of Honolulu, Department of Transportation Services	telephone	(808) 527-6976
street & number	650 South King Street	state	HI
city or town	Honolulu	zip code	96813

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Narrative Description

The Tantalus-Round Top road is a 10-mile drive that begins near the entrance to Pūowaina, also known as Punchbowl Crater and home to the “National Memorial Cemetery of the Pacific.” The roadway climbs Tantalus Drive along the Kalāwahine ridge between Pauoa and Makiki Valleys and then descends along Round Top Drive on the ridge linking Pu‘u ‘Ōhi‘a (Mount Tantalus), Pu‘u Kākea (Sugarloaf) and Pu‘u ‘Ualaka‘a (Round Top); then past Maunalaha Valley Road to Makiki Street near the Archie Baker Mini Park. The boundaries for the proposed historic district begin at the 1.5 Mile Marker on Tantalus Drive near the “Honolulu Watershed Forest Reserve” sign and the Board of Water Supply reservoir that marks the limit of the public water system. The district ends at the 8.0 Mile Marker on Round Top Drive near the Mānoa Valley Overlook and the Board of Water Supply reservoir on the Pu‘u ‘Ualaka‘a hillside.

The proposed historic district includes the road, lookouts, culverts, retaining walls and curbs along the shoulder and encompasses the entire public road right of way. The period of significance is from 1890 when residents of Honolulu petitioned the Kingdom of Hawai‘i for a carriage road to the top of Tantalus until approximately 1954 when the present roadside drainage improvements were completed.

Tantalus-Round Top Drive retains its historic integrity and character in its location, alignment, design, setting and association. Physical construction of the road occurred between 1892 and 1917, and the roadway is essentially unaltered from this time. The roadway varies from 14 feet to 30 feet wide, getting narrower as it reaches the forest reserve surrounding Pu‘u ‘Ōhi‘a (Tantalus peak). The road has been widened and the shoulders improved in short stretches, but it remains winding and narrow along the majority of its length.

Lava-rock guard walls, some dating to the road’s earliest construction, remain in many locations particularly in the “Hogsback” region near Mile Marker 4.0. Only a few steel w-beam rails have been installed in recent times. Concrete and masonry (basalt) culverts were constructed in the 1950s along portions of the road to allow for storm water drainage. Consistent with its rural character, there are no paved sidewalks or light poles along the roadway. The telephone and electricity lines do not typically follow the route of the road but trace the shortest distance from the bottom of the ridge to the residential area at top. There are few side streets or roads off the main corridor. The majority of the residential and visitor traffic traverses the primary Tantalus-Round Top roadway. The speed limit is 25 miles per hour throughout, with certain sharp turns at 10 miles per hour. Mile and half mile markers are located on the road shoulder.

PHYSICAL DESCRIPTION

Mile Marker 1.5: Tantalus Drive gradually ascends the hillside as it enters the Honolulu Watershed. The vegetation consists mostly of a low mass of introduced grass and bushes with large trees beyond. The asphalt paving ends in a soft edge and concrete lined gutters (swales) are located on the downside of the road curves. There are a number of pipe culverts with masonry rock headwalls, constructed ca. 1953-54. This lower road measures approximately 30 feet wide.

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The city of Honolulu is visible as the road travels through the lower forest area over a series of small turns. There are several lookouts along a series of hairpin turns on Tantalus Drive, with views of Diamond Head and the Wai‘anae Range. These lookouts are mostly paved with rolled asphalt curbs, while others have waist-high timber posts or concrete I-shape upright markers defining the edge. At the side of the road in several locations are elongated I-beams, made out of coarse aggregate concrete (roughly 6’-0” long, 7” square), dating from the mid-1950s period. These I-beams are placed crisscross on their ends, two levels high, and held together with metal spikes, often along a full stretch of the road. These I-beams were placed at their current location by the Tantalus Community Association in 2005 to prevent off-roading; they were brought in from a storage site on the Round Top Drive hillside.

Mile Marker 2.0: After the first series of turns, the road narrows to approximately 23 feet, and the character of the vegetation changes. The plantings are denser, with taller trees. The eucalyptus forests begin at this point and there is an earthen embankment on both sides of the road with overhanging branches creating a forest tunnel. The first residence on Tantalus Drive, the historic Castle Estate, appears just before the next series of sharp turns. Often, these large estates are not visible from the road, due to the steepness of the hillside and the size of the property. Long and steep driveways are a particular characteristic of this mountain development. A few of the lowest houses are on city water, however the majority of the homes are on catchment and many have corrugated metal roofs that direct the rainwater into their individual water storage tanks.

Mile Marker 2.5 and 3.0: The next mile and a half of road features sharp hairpin turns. Lava rock walls, holding back the gradual slope, are common in this stretch of the road. The Halfway House, now demolished, is believed to have been just above Mile Marker 3.0. This small wooden shack located halfway up the carriage route provided ice and a few grocery items to visitors and residents. A cabin built for the foresters involved in the early reforestation effort of the mountain was located just below this area. The first of many hiking trails, typically a narrow cleared path into the forest, starts along this section of the road. These trails are identified by a State sign at the trailhead and typically have a pullover for parking nearby.

Mile Marker 3.5: The verdant bamboo forest starts along this portion of the road and non-historic metal guardrails have been installed in stretches. The road measures approximately 20 feet wide.

Mile Marker 4.0: The forest canopy opens up as the road nears the base of Pu‘u ‘Ōhi‘a. A sign warning of one-lane traffic marks a 14-foot wide stretch of road called the ‘Hogsback.’ A historic lava rock wall lines the east (Makiki Valley) side and metal guardrail braces the west (Pauoa Valley) side. The lava rock wall is settling in areas, and the coloring and cut of the stone indicate that it was constructed in two periods. The first course is irregularly cut and may date to the road’s earliest construction in the 1890s; the second course is made of “sugar stone,” a sharply square cut basalt that was most likely added by the Works Progress Administration in their repaving project in 1937. Hogsback is considered the “best vantage point”¹ on this side of the mountain; the extent of Makiki Valley and Round Top Ridge is visible from this point, as well as views of Diamond Head and

¹ Townsend Griffiss, When you go to Hawai‘i, You will need this Guide to the Islands, (Cambridge: Riverside Press, 1930) 171.

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Section 7 Page 3 Tantalus – Round Top Road
O‘ahu, Hawai‘i

‘Ewa. After Hogsback, the first side road, Telephone Road, leads north from Tantalus Drive providing access to one residence and the telephone company installation.

Mile Marker 4.5, 5.0 and 5.5: Metal guardrails appear with more frequency and residences are more densely situated along this top stretch of road. Telephone poles line the road and reflectors are located at certain turns. Portions of the road are bordered by low basalt rock walls that may date from the 1890s. Another Forestry Cabin is believed to have been situated below the road near Mile Marker 4.5. A side street, Kala‘i‘opua Place, is located south-west of Tantalus Drive and provides access to several residences. Shortly after Kala‘i‘opua Place, Forest Ridge Way drops away from the main road, and leads into Poloke Valley, where many of the mountain residences are located. Forest Ridge historically marks the end of Tantalus Drive and the beginning of Round Top Drive. Today this transition takes place at Kala‘i‘opua Place. The character changes as the road begins its eastern descent. The road narrows and the tree canopy is lower and denser in comparison to Tantalus’ taller forests. There are concrete jersey barriers placed at the side of the road and a few residences are built immediately adjacent to the roadway.

Mile Marker 6.0 and 6.5: Residences are sparsely located in this area. This was the last section of the road to be completed and the final link between Round Top and Tantalus Drives. There is dense foliage on both sides of the road, but overhead, the canopy of trees diminishes. The road measures 18 feet wide. Camp Erhorn, the Boy Scout camp, is located between mile marker 6.5 and 7.0. This was the site of the trustees’ encampment while they were building the road in the early 1900s.

Mile Marker 7.0 and 7.5: There are low concrete walls at the inside of the sharp turns; in-between these hairpin turns are grassy landscaped areas. Stretches of stacked concrete I-beams are sited along the curve of the road. Prior to World War II, a garden of day lilies was maintained in this area for use at the Governor’s Residence, ‘Washington Place’ (formerly the private home of Queen Lili‘uokalani).² A tree-lined road leads to Pu‘u ‘Ualaka‘a State Wayside Park where the historic ‘Nutridge’ farm and the Pu‘u ‘Ualaka‘a Lookout are located. The road to the top of Pu‘u ‘Ualaka‘a from Round Top was constructed in the late 1940s³ and the park added in the 1950s. After the park, the road passes by rows of plumeria trees, planted by the Outdoor Circle in the late-1940s. After Mile Marker 7.5, low concrete walls border the edge of the road and the sharp cliff overlooking Mānoa Valley.

Mile Marker 8: The ‘Honolulu Watershed Forest Reserve’ sign marks the south-east end of the proposed historic district.

ENVIRONMENTAL SETTING

Tantalus is located in the Ko‘olau mountain range in the Kona district of the island of O‘ahu. The ridges that carry Tantalus Drive and Round Top Drive surround Makiki Valley. Within this valley, three streams, Kānealole,

² Lorin Gill, personal communication, July 10, 2006.

³ Jennie Peterson, “Brief history of Makiki-Tantalus,” Accessed April 25, 2006; available from www.tantalus.ws/tantalus/history.html

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Moleka and Maunalaha, eventually drain into Māmala Bay off of the Honolulu Plain. To the south of Makiki Valley lies Pūowaina. Northeast of Makiki is Pauoa Valley and southeast is Mānoa Valley. There are three cinder cones in the Tantalus range: Pu‘u ‘Ōhi‘a (Mount Tantalus, 2013 feet); Pu‘u Kākea (Sugarloaf, 1408 feet); and Pu‘u ‘Ualaka‘a (Round Top, 1052 feet). The mean annual rainfall of Tantalus is 120-130 inches.⁴ By comparison, nearby Waikiki’s annual rainfall is 20 inches.

Early Hawaiians grew taro near the mouth of Makiki Valley where runoff from the three tributaries created ideal agricultural conditions.⁵ Archeologists speculate that by the 1600s the lowland forests had been extensively harvested and that approximately eighty-percent of the land below 2,000 feet elevation was altered.⁶ *Mo‘olelo* (Hawaiian stories) indicate that Pu‘u ‘Ualaka‘a was a favored locality for sweet potato cultivation and King Kamehameha I established his personal sweet potato plantation here.⁷ *Pu‘u* translates as “hill” and *‘ualaka‘a* means “rolling sweet potato”, so named for the steepness of the terrain. Within the valley is a quarry where the basalt outcrop was chipped into pieces to make octopus lures. That is believed to be the origin of the word *‘makiki* – a type of stone used for weights in octopus lures.⁸ Numerous precontact agricultural sites were noted during a 1980 archaeological survey of Makiki Valley, Kānealole Stream and Moleka Stream Systems.⁹

Historical attempts at cultivation in the Makiki-Tantalus area included a coffee plantation by J. M. Herring along Moleka Stream in the late 1800s (valley conditions proved too wet for coffee beans to flourish) and Hawai‘i’s first commercial macadamia nut plantation along the west side of Pu‘u ‘Ualaka‘a. Ernest Shelton Van Tassel formed the Hawaiian Nut Company Limited in 1922 (or 1921) on a twenty two-acre parcel leased from the Territory of Hawai‘i. Cultivation started in 1925 and continued until 1967. Rows of macadamia nuts trees from the original orchard remain today.¹⁰ Van Tassel’s house “Nutridge” was designed by noted Honolulu architect, Hart Wood, and is listed on the National Register of Historic Places.

Recreational activities on Tantalus were popular with nineteenth-century Honolulu residents and included hiking Pu‘u ‘Ōhi‘a, collecting endemic land snail shells in the forest and duck hunting in the ponds behind Pu‘u Kākea. The name “Tantalus” originated during a hiking excursion by the Punahou¹¹ student hiking club, the Clan Alpine. The students began their hike at Pu‘u ‘Ualaka‘a. As night approached, they found themselves at the edge of the ridge overlooking Poloke Valley. Unable to continue due to the thick undergrowth, the boys were forced to give

⁴ Martha Yent and Jason Ota, State of Hawai‘i, Department of Land and Natural Resources, “Archaeological Field Survey of Makiki Valley, the Kanealole Stream and Moleka Stream Systems, Makiki, Kona, O‘ahu” (Honolulu, 1990) 9.

⁵ Peterson.

⁶ Peterson.

⁷ Yent and Ota, 15

⁸ Peterson.

⁹ Yent and Ota.

¹⁰ Yent and Carpenter, State of Hawai‘i, Department of Land and Natural Resources, “Archaeological Survey of Proposed State Park Areas in Makiki Valley and Pu‘u ‘Ualaka‘a,” (Honolulu: 1994), 7.

¹¹ Punahou School is a private school created in 1841 for the children of Missionaries. Punahou School is located southwest of the mouth of Makiki Valley.

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up their ascent. Versed in Greek mythology, the students named the mountain ‘Tantalus’.¹² (The mythological Tantalus was condemned to an afterlife of insatiable hunger and thirst due to unreachable pools of water and overhanging fruit.) ‘Round Top’ and ‘Sugar Loaf’ were also named by early Punahou students; these names appear on an 1873 ‘Map of Makiki Valley’ surveyed by William De Witt Alexander (see Figure 3).

Due to the close proximity to Honolulu Harbor, the Makiki-Tantalus forest underwent severe deforestation in two periods. In the first period, heavy timber was cut for the sandalwood trade with China from 1815 to 1826. In the second period, 1833 to 1860, wood was primarily harvested as fuel for the whaling trade to render whale blubber into oil. One of the old *lualā‘au*, or wood-pits, dug to hold a horse cart-load of firewood, can still be seen today some two miles up Kalāwahine Trail off Tantalus Drive.¹³ In addition, fires, land clearing for farming, livestock grazing, feral animals, and harvesting for building materials contributed to the loss of the Makiki-Tantalus forest and its replacement by grasses. The spread of introduced plant species have crowded out the remaining native plant species. The dense foliage that now covers the mountain areas was once so open that residents called those areas ‘meadows.’¹⁴

As early as 1846, the Kingdom of Hawai‘i was facing development pressure from the public regarding the Makiki-Tantalus watershed. The barren hillsides were heavily eroded and the quantity and quality of fresh water in the streams was compromised.¹⁵ That same year, King Kamehameha III passed a law declaring forests to be government property. In 1876, the Kingdom passed the “Act for the Protection and Preservation of Woods and Forests” including watershed preservation. In 1880, further legislation was enacted to protect all watershed areas that contributed domestic water supplies in the Makiki, Tantalus, Round Top and Pauoa area. Despite the establishment of the protected area, 1890s legislation allowed citizens to acquire residential property on Tantalus. The Bureau of Agriculture and Forestry was created by the 1893 Legislature to combat the problem of erosion on the mountain.¹⁶ In 1903, this became the Territorial Board of Agriculture and Forestry. Makiki Valley was designated as a Forest Reserve in 1904 and reforestation began in 1910. Efforts by the first territorial forester, Ralph S. Hosmer, resulted in the intensive growth of non-native species in the valley. Hosmer created Hawai‘i’s first tree nursery with species introduced from Australia, Asia and other parts of the world.¹⁷ Accounts of day trips published during that time mention eucalyptus, guava, lantana, *kukui* and acacia trees, as well as a forester’s cabin along the carriage road on the Tantalus side.¹⁸ A later reforestation program by the Civilian Conservation

¹² Griffiss, 170.

¹³ Gill.

¹⁴ Margaret Young, “Tantalus History,” Notes for talk to Tantalus Community Association, Honolulu, March 31, 1990. Available on file with author.

¹⁵ Peterson.

¹⁶ Thomas Cox, “The Birth of Hawaiian Forestry: The Web of Influences,” Presented at the XVII Pacific Science Congress, May 27-June 2, 1991.

¹⁷ Peterson.

¹⁸ “A Trip to Mount Tantalus,” Paradise of the Pacific, June 1897; “An Ascent of Mount Tantalus, O‘ahu,” Paradise of the Pacific, September 1890.

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Corps in the years between 1934 and 1941 planted an average of two million trees per year in Hawai‘i’s forest reserves.¹⁹

The current vegetation of Makiki Valley reflects the reforestation program and private landscaping efforts. Although most of the plants have been introduced, there are still thriving stands of original *koa*, *māmaki*, *kukui* and a few other rare native species. While the native *Kahuli* snails disappeared with the original forest, wild pigs and the ubiquitous rat remains, along with the introduced mongoose. The native owl, *pueo*, now shares the forest with a growing diversity of introduced birds, among them cardinals, Indian mynas, sparrows, *mejiros* and doves, java finch, bulbuls and shama thrushes.²⁰

HISTORICAL DEVELOPMENT OF THE ROAD

In the Great Māhele of 1848, the land was privatized and awarded to individuals by the monarchy. The Māhele claims for Makiki were mostly small parcels of land containing a houselot and relatively few had taro *lo‘i* (wetland agriculture) or *kula* (dryland agriculture) fields. This suggests that the traditional agriculture subsistence economy was being abandoned in the Makiki area more quickly than other areas of Honolulu.²¹ Three Hawaiians received large land awards.²² John Papa ‘Ī‘ī, high chief and member of the House of Nobles under Kamehameha III, received the largest award of 250 acres at the western edge of upper Makiki valley and two large parcels in lower valley. The effects of the Great Māhele on land ownership overrode any traditional land divisions and use over the years.²³ By 1872, King Kamehameha V had added further land grants to his inherited crown lands, totaling his ownership to roughly 500 acres in Makiki.

Prior to 1890, the only persons living on Tantalus included a Hawaiian man named Alakea and a Hawaiian family living near Pu‘u ‘Ualaka‘a (on the present site of ‘Nutridge’). Alakea built a *hale* on the Kalāwahine trail after being banished to the mountain for an altercation on the Honolulu waterfront.²⁴ E. B. Scott’s book The Saga of the Sandwich Islands has an 1889 picture of two carriages at a grassy turn-around along the Tantalus road and claims “a winding path led further up the singularly bleak mountainside to a scrub covered two-thousand-foot summit, passing a native grass shack and twin-doored privy on the ewa shoulder of the mountain.”

In April 1891, H.W. Schmidt, a Senator in the Kingdom’s legislature, received a Royal Patent (Grant 3535) for land on Tantalus from Queen Lili‘uokalani. He paid \$285 for twenty-one acres located in Poloke, between Pu‘u Kākea and Pu‘u ‘Ōhi‘a, and built the first summer home called ‘Maluhia.’ His deed contained a forty-foot right of way provision for a public road. In July 1901, Schmidt’s thirteen-year old son, Paul, wrote an article for the Pacific Commercial Advertiser about his experience living on Tantalus and mentions the development of the road. “The building material had to be carried up on the backs of Portuguese (sic), because there was no road,

¹⁹ “Some History of Hawai‘i Agriculture,” May 10, 2006, <http://www.Hawai‘iag.org/history.htm>.

²⁰ Irving Jenkins, personal communication, July 6, 2006.

²¹ Yent and Carpenter, 15.

²² Martha Yent and Alan Carpenter, 15.

²³ Yent and Carpenter, 10.

²⁴ Lorin Gill, interview by Barbara Shideler, March 17, 2006, Honolulu, Hawai‘i.

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they made their own path up Makiki, then up to the top of the [Tantalus] ridge and through the forest, now in the same place where the path was, is a fine carriage road, made by the government, and connected with Honolulu.”²⁵ Personal interviews with local residents indicate that until 1898 the Tantalus Road ended at the end of Forest Ridge Way.²⁶ Another early horse trail came through Maunalaha Valley, a Hawaiian settlement to the south east, past the Nutridge farm road, and beyond Pu‘u ‘Ualaka‘a on the right and Pu‘u Kākea on the left to reach the Schmidt residence.

Lorrin A. Thurston, Minister of Interior under King Kalākaua and a pioneer Tantalus resident, was credited with conceiving and promoting the Tantalus Road project.²⁷ In 1891, Thurston authorized the construction of a carriage road “6'-0” wide with an easy grade of 7%”.

Construction of the Tantalus road began in 1892, an effort by the Kingdom of Hawai‘i to provide access to several hundred acres of land for settlement “at an elevation sufficient to enjoy an atmosphere as cool and bracing as is desirable for a summer outing...the site [Tantalus] selected is one of the best that can be found in any near vicinity of Honolulu, within easy reach and having the beautiful advantage of overlooking the harbor, city and surrounding country.”²⁸ Two years prior, sixty prominent citizens petitioned the Legislature for \$17,500 for the construction of a carriage road to the top of Tantalus.²⁹ The petition guaranteed that monies received from the subsequent sale of the government lots for residential use would be adequate to repay the Treasury. The residential lots on Tantalus were surveyed and laid out in 1891.³⁰

The Biennial Report of the Minister of the Interior to the Legislative Assembly of 1892 states that the Tantalus carriage road

“begins at the Punchbowl Road, forming a junction with the same at the rear of the hill, at an elevation of about 285 feet, and follows a 5% grade up the ridge known as the forest ridge, to the narrow ridge, dividing Makiki from Pauoa Valley, at an elevation of about 1450 feet; then around the South Slope of Tantalus and head of the ravines leading into Makiki, to a point by the Pond just above ‘Sugar Loaf.’”³¹

“...from this on to the end of grade in the vicinity of ‘Sugar Loaf’ pond, a distance of say 4-²/₁₀ miles, a wide and good trail has been opened on the road line, but which has yet to be completed as a substantial carriage road.”³²

²⁵ Paul Schmidt, “A Schoolboy’s Essay on a Forest Home at Tantalus,” Pacific Commercial Advertiser, July 1, 1901, 11.

²⁶ Gill.

²⁷ “Tantalus Drive: Honolulu’s Scenic Wonderland,” Paradise of the Pacific, (December 1926): 115.

²⁸ “The Tantalus Road,” Pacific Commercial Advertiser, April 21, 1891.

²⁹ *Ibid.*

³⁰ Evelyn Frey, “National Register of Historic Places Multiple Property Nomination Form for Tantalus Residences,” April, 1988.

³¹ Doris Moana Rowland of Nā Ala Hele. Letter to Curt Cottrell of Nā Ala Hele. (Honolulu: September 16, 1997).

³² Biennial Report of the Minister of the Interior to the Legislative Assembly of 1892.

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The project suffered a setback in 1892, when the Hawaiian Gazette reported that \$4,500 for the completion of Tantalus road was struck out of a bill by the Minister of Finance. The editors spoke in favor of continuing the work, emphasizing that several lots were already sold but that there were still very desirable government lots higher up that would have access once the road is completed - “to stop now is to destroy prospect of adequate financial return.”³³ They further stressed that the Tantalus “suburb” was incomparable to any neighborhood in Honolulu as far as climate and scenery is concerned.

The elder Schmidt wrote to James A. King, the Minister of the Interior in 1894, just after construction on the carriage road began, requesting that the “top of Tantalus be retained as a Public reservation and not be sold to private parties. It is one of those landmarks always visited by strangers and residents.”³⁴ The government agreed to reserve sections so that the “characteristic features of this delightful drive will not lose its natural charm.”³⁵

Tantalus was earning a reputation as an idyllic and favored locale for the summer residences of prominent Honolulu families.³⁶ In 1897, J.G. Rothwell obtained a land patent (Grant 4425) from Sanford B. Dole, President of the Republic of Hawai‘i, for 1 ½ acres west of the Schmidt holdings. William R. Castle, founder of Castle & Cooke, also obtained title to land on Tantalus, including a large tract in Kewalo and several lots in Poloke. The latter he subsequently subdivided and sold between 1891 and 1902.³⁷ Notable Honolulu families, including the Waterhouses, Castles, Dickeys, Hackfelds, Alexanders, Dillinghams, Gills and the Thurstons, began to build summer cottages on Tantalus. These early families planted ironwood trees as windbreaks since the mountain was devoid of mature trees. Newspaper articles noted the significant improvement to the “delightful resort”³⁸ with the well-kept lawns of estates, bungalows, and cottages appearing on the mountainside. And not only did the road provide access to this scenic mountain ridge but the winding road itself, “when looked down on from above, present(s) a most intricate maze which adds to the charm of the place.”³⁹

The continuing development of the carriage road was reported in the June 1898 issue of the Paradise of the Pacific, “Myth of Mountain Tantalus”:

“the road leaves the road junction at rear of Punchbowl, rising with many long zigzags for over six miles then skirting along the base of the cone, and for a mile or two further winding on a

³³ “The Tantalus Road,” Hawaiian Gazette, (December 27, 1892).

³⁴ Margaret Young, “Makiki Tantalus State Recreation Area” notes, Honolulu, February 21, 1990. Available on file with author.

³⁵ Thros G. Thrum, pub., “A Handbook of Info on matters relating to the Hawaiian Islands, Original & selected of value to merchants, tourists and others” Hawaiian Almanac & Annual for 1895, (Honolulu: Honolulu Press, 1895), 47.

³⁶ Early landowners were J.G. Rothwell, James Finney, Andrew Brown, Judge W.L. Wilcox, Judge Charles F. Peterson, J.F. Hackfeld, C. Duroi & J.F. Humburg, F. Harrison, A.V. Gear, Dr. C.B. Cooper, Judge A. W. Carter, Mary Forster, A.S. Lovekin, L.A. Thurston, Judge (later Governor) W.F. Frear, Charles H. Dickey, Martha and John Waterhouse, and W.M. Giffard. Evelyn Frey, “National Register of Historic Places Multiple Property Nomination Form for Tantalus Residences,” April 1988. Available on file with author.

³⁷ Young, “Tantalus History.”

³⁸ Jas W. Girvin, “Breaking New Trails,” Pacific Commercial Advertiser, September 3, 1906.

³⁹ *Ibid.*

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level, in and out among the hills, to nearly over Mānoa Valley. The middle portion of the road traverses a beautiful new forest of eucalyptus, wattle and other foreign trees. A little higher are wonderful interior views of the deep canyons and ridges. At every turn are new sections of the glorious and ever expanding panorama of ocean and sky; of mountain, town and plain, including large portions of the island. But the richest part of the road above where it cuts through the upper wildwood of *koa* and *kukui*, intermingled with luxuriant fern and wild ginger- all overhanging the deep canyons. One is here in another world – cool, green, moist...it is a long and tedious climb to Tantalus, but once there, the lingering visitor will never regret or forget its romance and the melancholy cadence of its winds.”⁴⁰

The road to the foot of Mount Tantalus was completed in 1901-1902 with a six-foot wide bridle path continuing beyond to Pu‘u Kākea.⁴¹ The project cost \$17,705.33. Schmidt extended the main carriage road to his own residence. The road was further extended from the Schmidt’s to the Waterhouse Estate by Samuel T. Alexander as part of a wedding present for his daughter, Martha Alexander and John Waterhouse. Their home, “Olindita” was built in 1902 and was the first residence on the hill to have a telephone.

Tantalus road is mentioned in the letters and diary entries of Una Hunt Drage, a young girl from the East Coast, during her 1901 trip to Hawai‘i. She described the German Club “built on a knee of Tantalus...with cement tennis court jutting out in front like a prow of a ship.”⁴² Drage noted that “if a ball went ‘out’ it would land in the ocean or in the heart of the city...it seems a queer extravagance when the Club House is extremely primitive, for they say it cost a fortune to haul the tons of cement on a donkey’s back over the zigzag trail.”⁴³

In 1906, the Civic Federation of Honolulu brought Charles Mulford Robinson, a well-known civic adviser from Rochester, New York for a survey of streets, parks and public works in Honolulu. He recommended securing the top of Tantalus for “the one great park for Honolulu that cities now are learning to secure and save for the people, that they may get close to nature, forgetting the fences and survey lines which civilization has thrown like a network of prison walls upon the world.”⁴⁴

By 1911, a Territory of Hawai‘i Survey map (Figure 4) shows the road continuing beyond the top curve toward the Round Top side and ending at the Waterhouse Estate. The map shows the path of the original Round Top carriage route (by dashed line, labeled “Tantalus Auto Road”) connecting to the terminus of Tantalus Drive. Lorin Gill, who grew up on Tantalus, recalls; “In 1904 my father brought lumber up this trail by pack horses to build the Wilder’s house. It was fairly wide, like a wagon trail”. Drawn in solid lines of narrow width, the new Round Top Drive follows the general contour of the original route but with more turns, perhaps to achieve an easier grade. The map also reveals another (dashed) route at the bottom of the ridge that continues into

⁴⁰ Janet Jennings, “Myth of Mountain Tantalus,” *Paradise of Pacific*, June 1898, 83.

⁴¹ A.N. Campbell, “Tantalus Drive: Honolulu Scenic Wonderland,” *Paradise of the Pacific*, December 1926, 115.

⁴² Drage, 29.

⁴³ *Ibid.*

⁴⁴ Young, “Makiki Tantalus State Recreation Area.”

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Maunalaha Valley (this route was eventually discontinued). The map also illustrates the property plots of the early landowners.

Historic photos in the early 1900s from the top of Punchbowl show the development of Makiki-Tantalus. In the lower valley area, large fishponds are visible and there are relatively few buildings.⁴⁵ Upper Tantalus was divided into large residential lots with sizable houses within fenced cleared areas. These residences were located in the Honolulu Watershed Forest Reserve, which was established in 1913 to protect the vital water supply of Honolulu. This reserve supplies some of the purest water in the world and is considered a “vitaly important source of the city’s artesian water supply.”⁴⁶

In 1907, The Honolulu Advertiser reported: “Bids for the construction of what is to be known as Makiki slopes (now Makiki Heights) road have been received.”⁴⁷ However construction of the Makiki-Round Top road did not begin until 1913 during the administration of Territorial Governor Walter Frear (1907-1913). Frear, a Civil Engineer by training, had a personal stake in the project since he held property at the top of Tantalus. Round Top Drive was completed in 1917 during Territorial Governor Lucius E. Pinkham’s administration (1913-1918). The Superintendent of Public Works Annual Reports (SPW) from 1913, 1914-1915 and 1915-1916 reveal the progression of “Makiki Slopes” road construction with money initially expended on survey and inspection, plans, specifications, storm drains and wagons. In 1914, portions of the road were opened to automobiles at a cost of some \$4,000 to the City. Honolulu was fast emerging as a center of transport and commerce and the Pacific Commercial Advertiser, stated on April 10, 1914, that “every beauty spot of the islands” should be offered to visitors of Hawai‘i and “it would be an injustice as well as a loss to the advertising of the islands to allow them to depart without experiencing the grandeur of Tantalus.”⁴⁸

The 1915 SPW report went into more depth about the road construction of “Makiki Round Top,” revealing that the portable quarters for the prisoners were greatly improving the construction speed of the road since the time spent bringing the prisoners back and forth from the prison was eliminated. The work on this road was performed by prison labor – trustees – “a scheme that was proving to be satisfactory because it was of minimal expense by the government as well increasing the value of the government land of which the road passes through.”⁴⁹ The 1916 SPW report noted that the Round Top Road was being constructed “as speedily as possible, such a road [to connect with Tantalus Road] being greatly needed by the residents of the city.”⁵⁰ The road is described as twenty feet wide with a grade of 7% and constructed out of cinder rock of volcanic formation, eight-inches thick, that was widely available on the mountain ridge. The rock, a good substitute for water-bound macadam, “is proving to be cheap as well as satisfactory.”⁵¹ It was reported that the surface would be maintained by Territorial prisoners

⁴⁵ Yent and Carpenter, 18.

⁴⁶ A.N. Campbell, “Tantalus Drive: Honolulu Scenic Wonderland,” Paradise of the Pacific, December 1926, 115.

⁴⁷ “History from our Files,” The Honolulu Advertiser, September 12, 1947.

⁴⁸ “Supervisors in favor of opening Tantalus Road,” Pacific Commercial Advertiser, April 10, 1914.

⁴⁹ *Ibid.*

⁵⁰ Superintendent of Public Works, “Makiki Round Top Road” Report for 1916, 9.

⁵¹ *Ibid.*

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and constantly resurfaced with black volcanic sand readily available along the road.⁵² The project cost the Territory around \$12,000, a comparatively low cost, with the city contributing the use of some of its road-building machinery.

With the completion of Tantalus and Round Top Drives in 1917, the road was well established as the most beautiful scenic drive in Honolulu and a great tourist attraction. Magazine and newspaper articles touted the escape to Tantalus-Round Top as a place of meditation and “elegant seclusion reached by a picturesque winding road with breathtaking curves but a perfectly safe highway.”⁵³ The summer homes on the mountain ridge were considered to be one of the most desirable residential areas on the island for their proximity to Honolulu, for favorable climate and gardens, and for the panoramic views of the southern shore of O‘ahu. Tantalus was already becoming an alluring locale for artists. Madge Tennent, Jules Tavernier, Howard Hitchcock, Alexander Scott, Charles Barlett, Huc Luquiens and Shirley Russell are among the many artists that have depicted scenes of or from Tantalus in their works.⁵⁴

Tantalus Drive was first paved in 1937 with the then enormous amount of \$337,000 in federal funding from the Works Progress Administration (WPA). In September 1936, The Honolulu Star-Bulletin reported: “The Tantalus Road improvement project, one of the largest of its kind to be undertaken here in recent years, will be completed in about 10 days. It extends from Papakolea in the Punchbowl district to what is known as Hogsback at the summit. The entire area included in the improvement has been macadamized. Work has already been started in improvement of the highway at the other side, and Mr. Locey (WPA administrator) said today that he hopes eventually to widen and pave the entire remaining section.”⁵⁵ This work coincided with the federally funded Civilian Conservation Corps reforestation of Makiki Valley.

On December 7, 1941, Japan bombed the United States Naval facilities at Pearl Harbor on O‘ahu. Governor James B. Poindexter (1934-1942) proclaimed the islands under martial law and requested General Walter D. Short to take over all normal powers of Governor. Throughout the duration of the Second World War all resources went to the war effort and all improvements, including maintenance, of the Tantalus-Round Top road came to a complete standstill. However, even during the war, Tantalus remained a popular drive as The Honolulu Advertiser noted: “During the war the Drive was a mecca for servicemen and towns people alike who had a gallon of gasoline and can, in 20 minutes, look out through silvery kukuis, crescent koa leaves, tree ferns and knarled hau branches at an astounding panorama from Koko Head to Wai‘anae with the Ko‘olau Range behind them in an island-long sweep.”⁵⁶

Charles Black, a lifelong Tantalus resident, recounts that during the war Admiral Nimitz held weekly meetings with his staff of 5-6 while walking the 10-mile Tantalus loop, taking advantage of the exercise and privacy

⁵² Campbell.

⁵³ Francesca Carleton Hawes, “Tantalus,” Paradise of the Pacific, January 1937, 15.

⁵⁴ Artist List. Honolulu Academy of Arts. June 2006.

⁵⁵ “Tantalus Road Nearly Finished,” Honolulu Star-Bulletin, September, 27, 1937.

⁵⁶ “Tantalus Scenic Drive Improvement Scheduled,” Honolulu Advertiser, April 28, 1947.

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afforded by the mountain.⁵⁷ He also recalls, as a young child, watching the bombing of Pearl Harbor from the Hogsback and the retreat of the Japanese planes as they flew in formation “100 feet” above Tantalus.

Just a little over a year after Japan surrendered in September 1945, repairs began on the neglected drive. In April 1947, The Honolulu Advertiser wrote:

“Tantalus Drive, Oahu’s ‘skyline boulevard’ with its breath-taking panoramic vistas which was devoid of maintenance during the latter years of the war, is now receiving the cooperative attention of the Board of Agriculture and Forestry, the City and County of Honolulu and the Outdoor Circle.

Half of Circle Drive, from Makiki Round Top to the Hogsback, needs complete resurfacing. Bad holes appear after every rain and the crew is now patching the potholes. The City and County Road Department restored a five man maintenance crew to the drive last October and great improvement has been noted in clearing brush, widening and intermittent patching. A few months ago they couldn’t even look out because neglected roadside growth had shut out all the views.

The [Outdoor] Circle planning committee has developed a plan to increase the natural beauty of the entire drive. The four approaches, through Papakolea, up Mott-Smith Drive past Roosevelt High School, up Makiki Heights Drive, and up Makiki Round Top from the fork at Makiki Reservoir, are to become a mass of plumeria in all its lustrous white and hybrid colors. Above the plumeria on Round Top Drive the Cup of Gold and Night-blooming Cereus plantings will be stressed. Honey Suckle and other low ground coverings of a semi-wild nature will be used in the turn areas.”⁵⁸

During the war, the summit of Round Top was used as by the military as a cinder quarry and the Board of Agriculture and Forestry now proposed that the three-acre area be turned into a park: “A low barrier around the edge, a grass surface, some shade trees and windbreak planting, and the residents of and visitors to Honolulu could, in 10 minutes, be nearly a thousand feet above the City in an ideal picnic and recreational spot unequaled on the Leeward side of Oahu for its panoramic view of ocean, city, and mountains...”⁵⁹ Ten years later, in 1957, this became Pu‘u ‘Ualaka‘a State Park, part of the Makiki –Tantalus Recreation Area.

During the 1950s, with the aid of federal funding, O‘ahu saw an increase in new road construction with the widening, straightening and even elimination of old roads and the building of Hawai‘i’s first freeways and new multi-lane highways. Tantalus-Round Top Drive benefited from benign neglect during this period, very probably due to the few residents living along the drive. The only substantial improvement to the drive was in 1953-54,

⁵⁷ Charles Black, personal interview with Barbara Shideler, March 20, 2006. Honolulu.

⁵⁸ “Tantalus Scenic Drive Improvement Scheduled,” Honolulu Advertiser, April 28, 1947.

⁵⁹ “History from our Files,” Honolulu Advertiser, September 12, 1947.

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when low curbside retaining walls and roadside drainage culverts made from quaried basalt were built, where needed, along the length of the road. These were the last substantial additions to this historic drive.

CURRENT STATUS

Tantalus and Round Top Drives were built on public lands between 1892 and 1917 by the Kingdom, Provisional, Republic and Territorial governments of Hawai‘i. The ownership of the road remained with the Territory of Hawai‘i, and subsequently with the State of Hawai‘i until 1993. The passage of Resolution 93-287 and Act 228 H.B. No. 1055 in 1993, transferred title to the City and County of Honolulu in name and tax map only since a metes and bounds survey does not exist. There was no actual exchange of deeds.

Under Act 234, passed in 1957, the Tantalus–Round Top area was zoned as a Conservation District with conditional residential use in the State’s land use classification system. The zoning regulations were designed to prevent water pollution to the watershed area, thereby restricting further residential, commercial or agricultural development. The 2,000-acre Makiki State Recreation Area was established in 1957 as part of the State park system. This recreational area consists of a wayside park along Makiki Heights Drive, an upper valley area from wayside park to Pu‘u ‘Ōhi‘a, and the Pu‘u ‘Ualaka‘a State Park

Tantalus is home to around 900 residents with approximately 200 homes that are not serviced by the municipal wastewater system; there is no long-term plan to extend service to that area.⁶⁰ The 2000 Census reports that the neighborhood is an older one with 1957 as the median year for home construction. Most of the homes are higher than 1,300 feet above sea level. Property parcels have been relatively unchanged since they were placed on the market in late 1800s and early 1900s.

The drive provides access to a network of approximately fifteen trails that run throughout Makiki Valley and the Tantalus–Round Top mountain range. These trails, such as the Manoa Cliff Trail, Pu‘u ‘Ōhi‘a Trail, Judd Trail, ‘Aihualama Trail, and Nu‘uanu Trail, offer the hiker respite from nearby urban Honolulu and an opportunity to explore the verdant Tantalus forest, as well as some panoramic views of Diamond Head and the Wai‘anae range. Many of the existing hiking trails are thought to be the result of old horse trails from both the deforestation and reforestation days. Of historical note, the lower portion of Maunalaha Trail and a path that runs along the Maunalaha (east) side of Moleka Stream traces the path of the old carriage road built by G.M. Herring that begins at the at the Forestry Baseyard near the convergence of Kānealole and Moleka Streams.

The road is popular with cyclists, hikers, runners, birdwatchers and motorcycle clubs (identified on one website as one of the best scenic routes for a motorcycle drive).⁶¹ The Tantalus Community Association has been very active in the clearing of the invasive and non-native vegetation and engaging in quarterly roadside cleanups and

⁶⁰ 4M Inventory Phase Report Executive Summary, Chapter 2.

⁶¹ www.motorcycleroads.us/roads/hi_rtd.html. Accessed May 11, 2006.

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‘workdays.’ Vehicular speeding is a problem, as the hairpin curves and the length of this mountain road present a challenge irresistible to recreational drivers. Heavy rainfall and strong winds often cause falling trees, forcing road closures. There have been efforts by the City to put up warning signs and re-stripe roads, all toward making the road safe for drivers.

ALTERATIONS

There have been relatively minor alterations to Tantalus-Round Top Drive outside the period of significance (1890 – 1954). Masonry and concrete swales and rolled asphalt curbs were installed in the mid 1950s on the downside of turns and alongside the edge of lookouts. A few short segments of metal guardrail were installed over the past few decades. Small numbers signs (with displays such as 252+00) were positioned by the City in 2005 to help identify stretches of the road for maintenance crews. Contemporary speed signs, reflectors, and traffic signs are found at intervals on the road. The mile and half-mile marker posts were installed by the Tantalus Community Association in 2000. At certain lookouts, short wooden or metal posts are placed to define the limit of the lot – some, particularly the metal poles at the large Pu‘u ‘Ōhi‘a Trailhead parking were installed to deter night-time parking and impede trash dumping.

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Narrative Statement of Significance

Tantalus-Round Top Drive fulfills Criteria A, B and C of the National Register of Historic Places; the road represents a significant and distinguishable entity in the historical development of the city of Honolulu. The road retains historic integrity in its original road alignment, narrow lanes, undeveloped shoulders, and spectacular setting above the city. The minimal alterations over the past ninety years have not only preserved the historic character of the road, but have also helped to maintain the natural and scenic qualities of the rural Tantalus community.

Criterion A: The development of Tantalus-Round Top Drive spanned the five successive governments of Hawai‘i. The roadway served the sale and development of residential lots along the route, and provided vehicular access for a well-used scenic drive enjoyed by tourists and residents alike. By providing an overview of the city, construction of the road contributed to the emergence of civic pride in the citizenry of Honolulu during the late-nineteenth and early-twentieth centuries.

At the turn of the eighteenth century, Oahu was becoming the new center of commerce and trade in the islands. The discovery of the only navigable harbor in all of the islands on the south shore of O‘ahu in 1793, led to the subsequent growth of Honolulu as an economic, political and social powerhouse.⁶² From the harvesting of the native forests on Tantalus in the early nineteenth century and the subsequent reforestation initiated by the Kingdom, and later the Territory’s, Forestry Programs to the opening of the mountain for recreational and residential use, the development of the mountain road parallels the gradual modernization of Hawai‘i. The development and use of the road extended through five governments from the Kingdom of Hawai‘i (1810-1893), to the Provincial Government (1893 to 1894), the Republic of Hawai‘i (1894 to 1900), and the Territory of Hawai‘i (1900 until 1959), and finally the State of Hawai‘i when the islands were admitted as the Fiftieth State of the United States of America in March 1959. Each government has deemed the mountain road significant enough to dedicate time and money to its maintenance and growth. Tantalus and Round Top Drives represent a pattern of road development that transformed old trails and carriageways into roads that could be easily negotiated by the automobiles that were introduced to the islands in the early twentieth century.⁶³

The opening of the road in the 1900s allowed Honolulu’s prominent families to purchase residential lots that were in close proximity to town, with a cool comfortable climate and stunning scenic appeal. The first summer homes built in this highly desired resort included the Waterhouse’s ‘Olindita’ (1902); Senator C.H. Dickey’s ‘Kuahiwi’ (1906); Mary Alexander’s ‘Paliuli’ (1907); the Wilder home ‘Mehemanuala’, designed by architect Tom Gill (1908); the Campbell’s ‘Kalaukoa’ (1917); and David Little Withington’s “The Camp” (1918). The Davies, Judd, Dillingham, Bishop, Castle, and Thurston families also had summer homes on Tantalus. Governor Walter Frear maintained a large estate on the mountain. In 1928, Thomas Gill constructed a home, called ‘Wao‘ala’ on Tantalus and became one of the first year-round residents. Many of these historic grand residences are still intact along Tantalus and Round Top Drives and several current residents can claim residency back to the Kingdom’s Royal Patents. There are no other mountain ridge residential developments in Honolulu that compare to Tantalus-Round Top - the scenic drive, the access by a curvilinear road that follows the natural topography, and the depth to which the road reaches into the valley, compounded by the size of many of the properties is unique. Several homes are currently listed on the National Register of Historic Places as part of the

⁶² Gavan Daws, *Shoal of Time. A History of the Hawaiian Islands* (Honolulu: University of Hawai‘i Press, 1968), 37.

⁶³ Ralph Kuykendall, *The Hawaiian Kingdom, 1854-1874, Vol. 2* (Honolulu: University of Hawai‘i Press, 1953), 23.

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Multiple Property Nomination Form for “Tantalus Residences”. ‘Nutridge’ in Pu‘u ‘Ualaka‘a State Park is also individually listed on the National Register as the first macadamia nut farm in Hawai‘i.

The Tantalus-Round Top Drive is a popular destination for both visitors and residents for its scenic vistas and the experience of driving through the lush forest-scape so close to urban Honolulu. As early as 1820, O‘ahu’s landmarks were already well established, many historical accounts speak of the beaches of Waikīkī and Diamond Head, the flat Honolulu plains, Barber’s Point and the mountains of Wai‘anae.⁶⁴ The proliferation of literature from the time the road was constructed reveals its significance as an early tourist attraction of Honolulu. Tantalus is described as one of “Hawai‘i’s best cards – miles of the loveliest scenery flanking an excellent driveway that winds through cool forests of *koa*, *kukui* and eucalyptus.” The road provided access to the cool mountains for Honolulu’s citizens and “makes available this veritable garden spot, with its striking panorama of Honolulu and environs.”⁶⁵ The road is a testament to the civic pride evident in the citizenry of Honolulu at the beginning of the twentieth century. “From Tantalus it is that the Honolulan may really see his city; obtain an indelible impression of its great length sprawled out from Koko Head to Barber’s Point; and of its breadth stretching from the verdure-clothed slopes to the blue ocean, south and west. One must view Honolulu from Tantalus to seriously appreciate its size, its orderliness, its wonderful coloring.”⁶⁶

Criterion B: The construction of the road is associated with several prominent Honolulu citizens, among them Lorrin A. Thurston, Henry Hackfield, Governor Walter Frear, and H. W. Schmidt.

Lorrin Andrews Thurston (1858-1931), was the grandson of Asa and Lucy Thurston, members of the 1820 pioneer company of missionaries to Hawai‘i. Born in Honolulu, he played an instrumental role in the transformation of Hawai‘i from a sovereign constitutional monarchy into a territory of the United States. As owner and publisher of *The Honolulu Advertiser*, Thurston enthusiastically promoted Hawai‘i as a tourist destination and was a firm proponent of public parks. He was instrumental in the establishment of Hawai‘i Volcanoes National Park on the Island of Hawai‘i and Haleakalā National Park on Maui.⁶⁷ Thurston was the driving force behind government road construction to the volcano on Hawai‘i and Tantalus on O‘ahu.

Other pioneer Tantalus landowners were Henry Hackfeld (1815-1887) of Hackfeld and Co., Samuel Northrup Castle (1808-1894) of Castle and Cooke, and Samuel Thomas Alexander (1836-1904) of Alexander and Baldwin. Hackfeld, Castle, and Alexander were founding members of three of the five sugarcane corporations known as the “Big Five” that completely dominated island life economically, politically, and socially throughout the Territorial era and into the early years of Statehood.

Among these leaders, Hackfeld in particular promoted Tantalus as a recreational destination by building a retreat for the “German Club” on his Kala‘i‘opua Place property. The German Club was a large social organization founded in 1854 during the reign of King Kamehameha III and made up of prominent members of the sizable and influential German community in Honolulu. Hackfeld’s managing director, H. W. Schmidt built the first house on Tantalus ‘Maluhia’ in

⁶⁴ Meyens, viii.

⁶⁵ “Tantalus Drive: Honolulu’s Scenic Wonderland” *Paradise of the Pacific*, December 1928.

⁶⁶ “Tantalus Drive: Honolulu’s Scenic Wonderland” *Paradise of the Pacific*, December 1928.

⁶⁷ A. Grove Day, *History Makers of Hawai‘i*, (Honolulu: Mutual Publishing, 1984) 121.

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1892. His granddaughter, Margaret Smith Young (1905-1993) was a long-time Tantalus resident and founder of the Hawai‘i Nature Center at the Makiki State Recreation Area.

Many of these early Tantalus residents held various offices in the Hawaiian government. Schmidt was a Senator in the Hawaiian legislature. Hackfeld served as consul in Hawai‘i for Germany, Norway, and Sweden and was a charter member of the Honolulu Chamber of Commerce. During the monarchy, Lorrin A. Thurston served in the House of Representatives, House of Nobles, and was appointed Minister of the Interior.

Criterion C: The construction of the road between 1892 and 1916 is a transportation achievement, as the County engineers, private contractors and prison trustees improved the old trail/carriage road system. Tantalus-Round Top Drive is a rare remaining example of a rural/scenic roadway corridor winding through the forest reserve adjacent to Honolulu’s primary urban core. Other examples, such as the Nu‘uanu-Pali Road, have been altered by urban development and the construction of modern highways along the original alignments. Features of the Tantalus-Round Top roadway, such as masonry walls and curbs, are significant for their use of vernacular materials, in this case basalt or “lava rock.”

The Tantalus-Round Top Drive is one of the last examples of forested landscape in the city of Honolulu. The integrity of the road has been sustained over the years. Historic photos, during and after construction, indicate that the rustic character of the road has undergone relatively few minor changes. Current vegetation reveals the historic use of Makiki Valley – the deforestation and then the reforestation and establishment of exotic vegetation. The lava rock walls along certain stretches of both Tantalus and Round Top date from the road’s historic period of construction. Basaltic rock culverts, concrete lined gutters and rolled asphalt curbs are examples of typical road treatments in Hawai‘i during the early twentieth century. With the exception of a few stretches of metal guardrail and traffic signs, the road’s present-day appearance is very similar to its original appearance. Today a trip along the Tantalus-Round Top Drive provides an opportunity for a motorist to enjoy what excursionists would have seen in 1917. The road provides spectacular scenery, with views of Honolulu’s natural beauty: verdant mountains and valleys, coastal stretches, and ocean vistas.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 1 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Major Bibliographical References

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**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 2 Tantalus – Round Top Road
O‘ahu, Hawai‘i

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**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Geographical Data

UTM References

The coordinates for Tantalus-Round Top Drive form an unclosed site approximated by the following line segments:

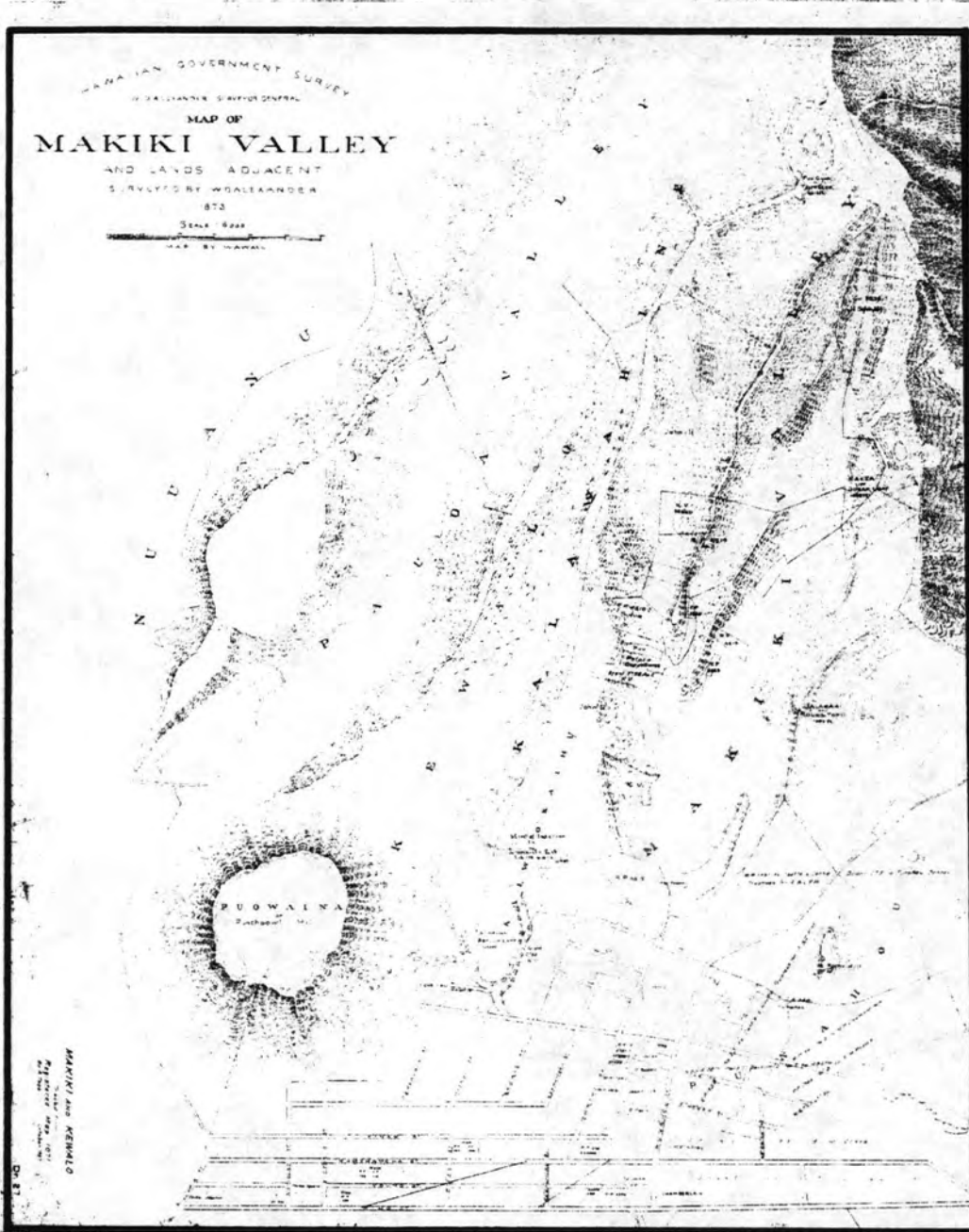
	Zone	Easting	Northing
1. Mile Marker 1.5	04	235777	621220
2. Mile Marker 2.0	04	235812	621420
3. Mile Marker 2.5	04	235858	621660
4. Mile Marker 3.0	04	235878	621760
5. Mile Marker 3.5	04	235890	621850
6. Mile Marker 4.0	04	235910	622040
7. Mile Marker 4.5	04	235925	622500
8. Mile Marker 5.0	04	235920	623080
9. Mile Marker 5.5	04	235865	623000
10. Mile Marker 6.0	04	235825	622780
11. Mile Marker 6.5	04	235795	622740
12. Mile Marker 7.0	04	235777	622780
13. Mile Marker 7.5	04	235755	622580
14. Mile Marker 8.0	04	235730	622320

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 3 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Figure 3: 1873 Survey Map of Makiki Valley by W.D. Alexander (full size map attached).

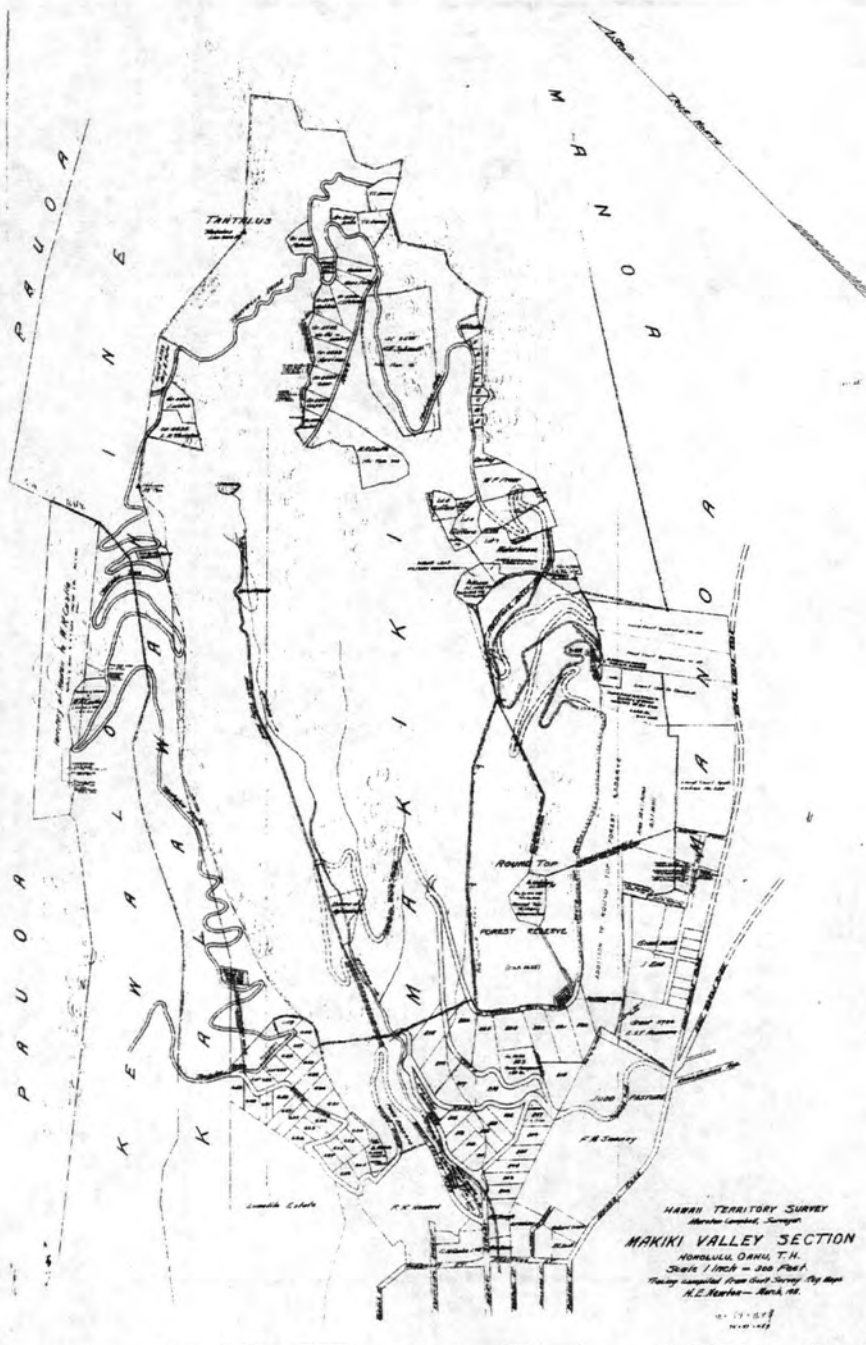


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 11 Page 4 Tantalus - Round Top Road
O'ahu, Hawai'i

Figure 4: 1911 Hawaii Territory Survey Map, Makiki Valley Section (full size map attached).



United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 5 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Figures 5 and 6: Kukui trees along Tantalus Road, 1905 (*Alonzo Gartley, Bernice P. Bishop Museum*)
Tantalus Road, ca. 1907 (*T.S. Wilson, Bernice P. Bishop Museum*)



United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 6 Tantalus – Round Top Road
O'ahu, Hawai'i

Figures 7 and 8: Diamond Head from Tantalus, ca. 1900-1910 (*Alonzo Gartley, Bernice P. Bishop Museum*)
Diamond Head from Tantalus, 2006 (*Mason Architects, Inc*)



United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 7 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Figures 9 and 10: Tantalus [view to ‘Ewa], 1926 (*photographer unknown, Bernice P. Bishop Museum*)
Tantalus, view to ‘Ewa, 2006 (*Mason Architects, Inc.*)

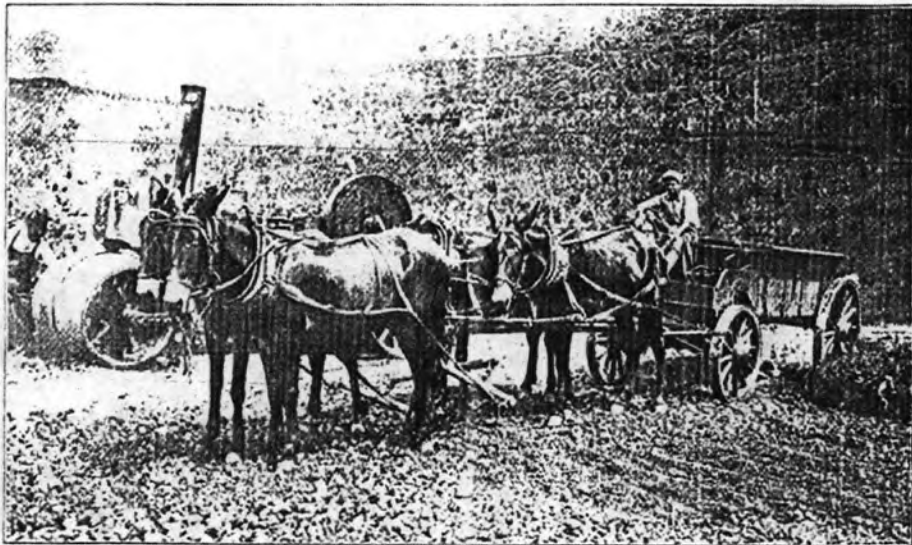


**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 8 Tantalus – Round Top Road
O'ahu, Hawai'i

Figures 11 and 12: Paving Round Top Road, ca. 1916 (*Hawaii State Archives*)
Paving Round Top Drive, ca. 1926 (*Williams Studios, Hawaii State Archives*)



United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 9 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Figures 13 and 14: Tantalus, 1901 (*Una A. Clark, Private Collection*)
Picnic at Pu‘u Kākea, 1918 (*Hedemann?, Bernice P. Bishop Museum*)



United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 10 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Figures 15 and 16: Mile Marker 1.5
Honolulu Watershed Forest Reserve Sign



Figures 17 and 18: “Hogsback”, near Mile Marker 4.0
Basalt (lava rock) retaining wall at Hogsback.



**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 11 Tantalus – Round Top Road
O‘ahu, Hawai‘i

Figures 19 and 20: Bamboo forest, near original Schmidt Estate, Mile Marker 5.0 – 5.5
Basalt curbing, near Mile Marker 5.0



Figures 21 and 22: Honolulu Watershed Forest Reserve, Mile Marker 8.0
View from Mānoa Valley overlook.



**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name **TANTALUS – ROUND TOP ROAD**
other names/site number **Tantalus Drive; Round Top Drive**

2. Location

street & number **Tantalus Drive; Round Top Drive** not for publication **N/A**
city or town **Honolulu** vicinity **Makiki**
state **Hawai'i** code **HI** county **Oahu** code **001** zip code **96822**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:	Signature of Keeper	Date of Action
___ entered in the National Register ___ See continuation sheet.	_____	_____
___ determined eligible for the National Register ___ See continuation sheet.	_____	_____
___ determined not eligible for the National Register	_____	_____
___ removed from the National Register	_____	_____
___ other (explain): _____	_____	_____

List of Figures
Tantalus-Round Top Road
National Register Nomination Form

The images on this CD are Figures 1 through 22 in the nomination form.

1. HI_HonoluluCounty_Tantalus1.tif
2. HI_HonoluluCounty_Tantalus2.tif
3. HI_HonoluluCounty_Tantalus3.tif
4. HI_HonoluluCounty_Tantalus4.tif
5. HI_HonoluluCounty_Tantalus5.tif
6. HI_HonoluluCounty_Tantalus6.tif
7. HI_HonoluluCounty_Tantalus7.tif
8. HI_HonoluluCounty_Tantalus8.tif
9. HI_HonoluluCounty_Tantalus9.tif
10. HI_HonoluluCounty_Tantalus10.tif
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17. HI_HonoluluCounty_Tantalus17.tif
18. HI_HonoluluCounty_Tantalus18.tif
19. HI_HonoluluCounty_Tantalus19.tif
20. HI_HonoluluCounty_Tantalus20.tif
21. HI_HonoluluCounty_Tantalus21.tif
22. HI_HonoluluCounty_Tantalus22.tif

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Tantalus--Round Top Road
NAME:

MULTIPLE
NAME:

STATE & COUNTY: HAWAII, Honolulu

DATE RECEIVED: 3/26/08 DATE OF PENDING LIST: 4/16/08
DATE OF 16TH DAY: 5/01/08 DATE OF 45TH DAY: 5/09/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000373

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: Y PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

RETURN

SEE ATTACHED COMMENTS

RECOM./CRITERIA Return

REVIEWER Paul R. Lusignan DISCIPLINE HISTORIAN

TELEPHONE 202-354-2229 DATE 5/9/2008

DOCUMENTATION see attached comments (Y) see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

TANTALUS – ROUND TOP ROAD

Honolulu County, HI

National Register of Historic Places - Return Comments:

The current documentation is being returned for technical revisions. The basic documentation meets the requirements for National Register listing and approval will be completed upon correction of the items noted below and resubmission of the nomination to the National Register.

Location

The correct County and County Code should read: *Honolulu 003*

Classification

Singular roadways and linear transportation features are normally categorized as: *Structures*. When the nominated property is presented as a single resource the correct Category of Property should read as *Structure* rather than *district*, and the contributing resource should be revised from site to structure as well. If the individual features of the property (culverts, retaining walls, pull-outs, landscaping, etc.) were all called out and identified as individual contributing resources then district would be an appropriate categorization, but this nomination treats the property as a single linear resource or system.

Description

The current narrative should clearly establish that while the general configuration of the roadway (curving roadway following the rugged topography with the use of switchbacks, hairpins, and ridgeline routes) has remained largely unchanged since 1892—1917, the physical materials and engineering of the road surface has clearly evolved and reflects much later engineering technology. [*Physical construction of the road occurred between 1892 and 1917, and the roadway is essentially unaltered from this time.* [7.1] (?). The submitted photographs appear to show otherwise.] Since the nomination is being presented under National Register Criterion C it is important that the description narrative highlight exactly what “engineering” aspects of the roadway system are deemed significant. It would seem that the macro scale qualities of the property that have remained constant (see above) are the most significant and represent the most dramatic aspects of transportation engineering, while the specific modern era paving elements represent less unique aspects from an engineering perspective. (There are plenty of early historic roads that have been paved over in later times. They are not all necessarily eligible. What makes this property a unique engineering accomplishment is the path it takes and how this was accomplished to create not only an effective transportation link, but also an aesthetic landscape that harmonized with the natural topography and took advantage of those features to create a unique recreational resource.) While this is well presented in the significance statement, it should be augmented by the description narrative as well.

Significance

The *Level of Significance* should be revised to read: *local*.

The current narrative presents the roadway within the context of Honolulu history, which reflects the appropriate level of significance for the resource. In order to justify a state level of significance additional historic context regarding public road building in the state would be necessary.

The *Period of Significance* on the cover form should be revised to read: *1892—1954*, as described and justified in the narrative. Seldom will mere continued function be suitable grounds for taking a period of significance up to the present.

National Register *Criterion B* is not sufficiently justified and should be dropped from the nomination; as should the names of the four Significant Persons on the cover form. While the individuals noted were all

associated in various ways with the development of the roadway, none of their individual contributions to the project rise to the level of National Register significance. For many, their efforts to have the road completed had more to do with providing access to their residential lots and the larger developed Tantalus community than with the nominated resource and the establishment of a unique recreational feature. Similarly, the creation of the roadway project appears to have been but a minor aspect of most of their careers and accomplishments in Hawaii. The mere fact that the individuals instrumental in the development of the road were significant in other un-related fields is not sufficient to merit National Register listing this property under Criterion B. Justification under Criterion B will always require a careful evaluation of the specific contributions of the individuals and an analysis of which properties best convey their most significant contributions. The current narrative regarding those individuals associated with the road project can be retained in the nomination to support Criterion A and provide a fuller understanding of the historic development of the area, but the headings and references to Criterion B should be deleted.

The only National Register-listed property within the general vicinity of the nominated roadway is the Van Tassel House. The Tantalus Residences MPS cited in the narrative has not yet been approved or accepted by the NPS. The narrative should be revised to acknowledge this.

Criterion A. The nomination should be slightly more focused on documenting the significance of the roadway as an important tourist/recreational route and civic amenity. As a stand alone entity the roadway and its unique position in the landscape readily conveys that aspect of its historic use and significance. Even if the adjacent homes were removed, this aspect of the property's significance could still be conveyed. On the other hand, the roadway's significance as a component of the development of a unique residential enclave of affluent summer homes is much less secure without the inclusion of the residential resources directly associated with that history. "There are no other mountain ridge residential developments in Honolulu that compare to Tantalus Road-Round Top...compounded by the size of many of the properties is unique." [8.1]. This type of statement appears to point more to the eligibility of the entire residential development rather than just the access road. You wouldn't list a more typical residential neighborhood solely by nominating the access road. By itself, the Tantalus roadway perhaps best conveys the significant characteristics of a scenic, recreational drive. It may be possible by simply massaging the narrative slightly to emphasize this aspect of the property's significance under Criterion A.

Geographical Data

The Verbal Boundary Description and Justification statements should clarify that this nomination includes the roadway alone and not the developed private parcels along the route, nor the landscaping/natural features. It is alright to note these as important characteristics of the setting, but it should be clear that the nominated eligible resource is defined as the roadway proper.

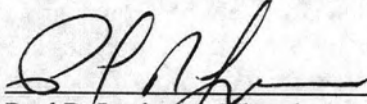
It is unclear what is meant by the term "unclosed site." It may be appropriate to note that the roadway is not a continuous loop road, but all NR boundaries must define "closed sites." They have a fixed beginning and end point and bounds along the length of the entire route. Perhaps the term "linear resource" should be used to replace "unclosed site." If the width of the right of way cannot be given in the verbal boundary description because it does not remain constant, perhaps it is worth adding the following phrase to the end of second sentence. "...The parcel includes the road, lookouts, culverts, retaining walls and curbs within the public right of way, the varying width of which is noted in the narrative description."

The U. T. M. Coordinates provided with the nomination did not contain the full number of characters. The *Northing* values should each have 7 digits. In addition, no acreage was provided for the property.

Photographic Documentation

Digital photographs must be accompanied by a CD-R containing the electronic .tiff-format images along with a photograph log sheet for inclusion with the nomination. (See NR photo policy for specific details: <http://www.nps.gov/history/nr/publications/bulletins/photopolicy/index.htm>)

If you have questions regarding these comments, please contact me directly at the number listed below.



Paul R. Lusignan, Historian
(for) Keeper of the National Register
(202) 354-2229

5/9/2008
Date

s:\nr\lusi\tantalus.rtn



United States Department of the Interior
National Park Service

08000393

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name TANTALUS - ROUND TOP ROAD
other names/site number Tantalus Drive; Round Top Drive

2. Location

street & number Tantalus Drive; Round Top Drive not for publication N/A
city or town Honolulu vicinity Makiki
state Hawai'i code HI county Honolulu code 003 zip code 96822

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places
and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not
meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (
See continuation sheet for additional comments.)

[Signature] 6/18/2009
Signature of certifying official Date

STATE OF HAWAII HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional
comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Signature of Keeper 8/14/2009 Date of Action
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the
National Register
 removed from the National Register
 other (explain): _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Resources within Property

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

**Number of contributing resources previously listed
in the National Register** 0

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation

Sub: Road-related (vehicular)

Current Functions (Enter categories from instructions)

Cat: Transportation

Sub: Road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/ Paved Roadway

Materials

(Enter categories from instructions)

foundation N/A

roof N/A

walls N/A

other concrete; masonry (basalt); asphalt paving

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or

represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING

TRANSPORTATION

SOCIAL HISTORY

Period of Significance

1892-1954

Significant Dates

1891 – 1902 Tantalus Road construction

1913 – 1917 Round Top road construction

1937 – Works Progress Administration paving

ca. 1953-54 - Repaving and roadside drainage improvements

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

(designer/engineer) county engineers

(builder) county employees; private contractors; and prison labor (trusties)

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See continuation sheets

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

See continuation sheets.

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other (Name of repository): Hawai'i State

Archives; Hawai'i State Library; Bishop Museum;

Hawai'i Nature Center; State Department of

Transportation

10. Geographical Data

Acreage of Property 19.7 acres

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing
1 _ _ _ _ _ 3 _ _ _ _ _
2 _ _ _ _ _ 4 _ _ _ _ _

See continuation sheet.

Verbal Boundary Description

The nominated property is a linear resource approximated by the line segments identified by the UTM coordinates listed on the continuation sheet. The nomination includes the roadway and right-of-way proper, but neither the developed private parcels along the route nor landscaping or natural features outside the right-of-way, although they remain important characteristics of the setting. This parcel includes the road, lookouts, culverts, retaining walls and curbs within the public right-of-way, the varying width of which is noted in the narrative description. The boundaries of the nominated district begin at the 1.5 Mile Marker on Tantalus Drive and end at the 8.0 Mile Marker on Round Top Drive.

Boundary Justification

The boundary encompasses, but does not exceed, all of the property that has been historically associated with Tantalus and Round Top Drives. The beginning and end points of this district were determined by the demarcation of the Board of Water Supply system and the Tantalus community's private water catchment system. This section of road holds the greatest historic integrity and character and has been relatively unaltered since the road was completed in 1917. The boundary is further justified by the rural character of this portion of the road in comparison to the lower section closer to urban Honolulu.

11. Form Prepared By

name/title	Astrid Liverman, PhD, Ming-Yi Wong and Barbara Shideler, AIA		
organization	Mason Architects, Inc.	date	5/28/09
street & number	119 Merchant Street, Suite 501	telephone	(808) 536-0556
city or town	Honolulu	state	Hawai'i
		zip code	96813

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name	City and County of Honolulu, Department of Transportation Services		
street & number	650 South King Street	telephone	(808) 527-6976
city or town	Honolulu	state	HI
		zip code	96813

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Section 7 Page 1 Tantalus – Round Top Road Honolulu, Hawai'i

Narrative Description

The Tantalus-Round Top road is a 10-mile drive that begins near the entrance to Pūowaina, also known as Punchbowl Crater and home to the “National Memorial Cemetery of the Pacific.” The roadway climbs Tantalus Drive along the Kalāwahine ridge between Pauoa and Makiki Valleys and then descends along Round Top Drive on the ridge linking Pu‘u ‘Ōhi‘a (Mount Tantalus), Pu‘u Kākea (Sugarloaf) and Pu‘u ‘Ualaka‘a (Round Top); then past Maunalaha Valley Road to Makiki Street near the Archie Baker Mini Park. The boundaries for the proposed historic structure begin at the 1.5 Mile Marker on Tantalus Drive near the “Honolulu Watershed Forest Reserve” sign and the Board of Water Supply reservoir that marks the limit of the public water system. The structure ends at the 8.0 Mile Marker on Round Top Drive near the Mānoa Valley Overlook and the Board of Water Supply reservoir on the Pu‘u ‘Ualaka‘a hillside.

The proposed historic structure includes the road, lookouts, culverts, retaining walls and curbs along the shoulder and encompasses the entire public road right of way. The period of significance is from 1890, when residents of Honolulu petitioned the Kingdom of Hawai‘i for a carriage road to the top of Tantalus, until approximately 1954 when the present roadside drainage improvements were completed.

Tantalus-Round Top Drive retains its historic integrity and character in its location, alignment, design, setting and association. Physical construction of the road occurred between 1892 and 1917, and significant aspects of the roadway remain true to their original construction. Despite certain changes in materials and engineering of the surface itself, the curvilinear road dramatically demonstrates contemporary transportation engineering by incorporating rugged topography through the use of switchbacks, hairpins, and ridgeline routes. As such, the road represents not only an effective transportation link, but an aesthetic landscape in harmony with the natural environment. The road arguably took advantage of topography in such a manner as to create a unique recreational resource. Due to subsequent re-surfacing, specific paving is arguably less unique, while culverts, pull-offs, walls, and other features date prior to 1954 and are considered contributing features. No substantial changes have occurred since that date. The roadway varies from 14 feet to 30 feet wide, getting narrower as it reaches the forest reserve surrounding Pu‘u ‘Ōhi‘a (Tantalus peak). The road has been widened and the shoulders improved in short stretches, but it remains winding and narrow along the majority of its length.

Amongst the specific historic engineering features that characterize this roadway are lava-rock guard walls, some dating to the road’s earliest construction and extant in many locations, particularly in the “Hogsback” region near Mile Marker 4.0. Only a few steel w-beam rails have been installed more recently. Concrete and lava-rock (basalt) masonry culverts are contributing elements constructed in the 1950s along portions of the road to allow for storm water drainage. Consistent with its rural character, there are no paved sidewalks or light poles along the roadway. The telephone and electricity lines do not typically follow the route of the road but trace the shortest distance from the bottom of the ridge to the residential area at top. There are few side streets or roads off the main corridor. The majority of the residential and visitor traffic traverses the primary Tantalus-Round Top roadway. The speed limit is 25 miles per hour throughout, with certain sharp turns at 10 miles per hour. Mile and half mile markers are located on the road shoulder.

PHYSICAL DESCRIPTION

Mile Marker 1.5: Tantalus Drive gradually ascends the hillside as it enters the Honolulu Watershed. The vegetation consists mostly of a low mass of introduced grass and bushes with large trees beyond. The asphalt paving ends in a soft edge and concrete lined gutters (swales) are located on the downside of the road curves. There are a number of pipe culverts with masonry rock headwalls, constructed ca.1953-54. This lower road measures approximately 30 feet wide.

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Section 7 Page 2 Tantalus – Round Top Road Honolulu, Hawai'i

The city of Honolulu is visible as the road travels through the lower forest area over a series of small turns. There are several lookouts along a series of hairpin turns on Tantalus Drive, with views of Diamond Head and the Wai'anae Range. These lookouts are mostly paved with rolled asphalt curbs, while others have waist-high timber posts or concrete I-shape upright markers defining the edge. At the side of the road in several locations are elongated I-beams, made out of coarse aggregate concrete (roughly 6'-0" long, 7" square), dating from the mid-1950s period. These I-beams are placed crisscross on their ends, two levels high, and held together with metal spikes, often along a full stretch of the road. These I-beams were placed at their current location by the Tantalus Community Association in 2005 to prevent off-roading; they were brought in from a storage site on the Round Top Drive hillside.

Mile Marker 2.0: After the first series of turns, the road narrows to approximately 23 feet, and the character of the vegetation changes. The plantings are denser, with taller trees. The eucalyptus forests begin at this point and there is an earthen embankment on both sides of the road with overhanging branches creating a forest tunnel. The first residence on Tantalus Drive, the historic Castle Estate, appears just before the next series of sharp turns. Often, these large estates are not visible from the road, due to the steepness of the hillside and the size of the property. Long and steep driveways are a particular characteristic of this mountain development. A few of the lowest houses are on city water, however the majority of the homes are on catchment and many have corrugated metal roofs that direct the rainwater into their individual water storage tanks.

Mile Marker 2.5 and 3.0: The next mile and a half of road features sharp hairpin turns. Lava rock walls, holding back the gradual slope, are common in this stretch of the road. The Halfway House, now demolished, is believed to have been just above Mile Marker 3.0. This small wooden shack located halfway up the carriage route provided ice and a few grocery items to visitors and residents. A cabin built for the foresters involved in the early reforestation effort of the mountain was located just below this area. The first of many hiking trails, typically narrow cleared paths into the forest, starts along this section of the road. These trails are identified by a State sign at the trailhead with a pullover for parking nearby.

Mile Marker 3.5: The verdant bamboo forest starts along this portion of the road and non-historic metal guardrails have been installed in stretches. The road measures approximately 20 feet wide.

Mile Marker 4.0: The forest canopy opens up as the road nears the base of Pu'u 'Ōhi'a. A sign warning of one-lane traffic marks a 14-foot wide stretch of road called the 'Hogsback.' A contributing historic lava rock wall lines the east (Makiki Valley) side and metal guardrail braces the west (Pauoa Valley) side. The lava rock wall is settling in areas, and the coloring and cut of the stone indicate that it was constructed in two periods. The first course is irregularly cut and may date to the road's earliest construction in the 1890s; the second course is made of "sugar stone," a sharply square cut basalt that was most likely added by the Works Progress Administration during its repaving project in 1937. Hogsback is considered the "best vantage point"¹ on this side of the mountain; the extent of Makiki Valley and Round Top Ridge is visible from this point, as well as views of Diamond Head and 'Ewa. After Hogsback, the first side road, Telephone Road, leads north from Tantalus Drive providing access to one residence and the telephone company installation.

¹ Townsend Griffiss, *When you go to Hawai'i, You will need this Guide to the Islands*, (Cambridge: Riverside Press, 1930) 171.

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Section 7 Page 3 Tantalus – Round Top Road Honolulu, Hawai'i

Mile Marker 4.5, 5.0 and 5.5: Metal guardrails appear with more frequency and residences are more densely situated along this top stretch of road. Telephone poles line the road and reflectors are located at certain turns. Portions of the road are bordered by low basalt rock walls that may date from the 1890s. Another Forestry Cabin is believed to have been situated below the road near Mile Marker 4.5. A side street, Kala'i'opua Place, is located south-west of Tantalus Drive and provides access to several residences. Shortly after Kala'i'opua Place, Forest Ridge Way drops away from the main road, and leads into Poloke Valley, where many of the mountain residences are located. Forest Ridge historically marks the end of Tantalus Drive and the beginning of Round Top Drive. Today this transition takes place at Kala'i'opua Place. The character changes as the road begins its eastern descent. The road narrows and the tree canopy is lower and denser in comparison to Tantalus' taller forests. There are concrete jersey barriers placed at the side of the road and a few residences are built immediately adjacent to the roadway.

Mile Marker 6.0 and 6.5: Residences are sparsely located in this area. This was the last section of the road to be completed and the final link between Round Top and Tantalus Drives. There is dense foliage on both sides of the road, but overhead, the canopy of trees diminishes. The historic road measures only 18 feet wide. Camp Erhorn, the Boy Scout camp, is located between mile marker 6.5 and 7.0. This was the site of the trustees' encampment while they were building the road in the early 1900s.

Mile Marker 7.0 and 7.5: There are low concrete walls at the inside of the sharp turns; in between these hairpin turns are grassy landscaped areas. Stretches of stacked concrete I-beams are sited along the curve of the road. Prior to World War II, a garden of day lilies was maintained in this area for use at the Governor's Residence, "Washington Place" (formerly the private home of Queen Lili'uokalani).² A tree-lined road leads to Pu'u 'Ualaka'a State Wayside Park where the historic "Nutridge" farm and the Pu'u 'Ualaka'a Lookout are located. The road to the top of Pu'u 'Ualaka'a from Round Top was constructed in the late 1940s³ and the park added in the 1950s. After the park, the road passes by rows of plumeria trees, planted by the Outdoor Circle in the late-1940s. After Mile Marker 7.5, low concrete walls border the edge of the road and the sharp cliff overlooking Mānoa Valley.

Mile Marker 8: The 'Honolulu Watershed Forest Reserve' sign marks the south-east end of the proposed linear historic structure.

Designation of Tantalus Round-Top Drive as a Historic Road will help retain its rural nature by preserving its several unique characteristics. The most important of these is the preservation of the historic footprint of the road as determined by the 1936 federal WPA project. This footprint is evidenced in the width and layout of the present roadway.

² Lorin Gill, personal communication, July 10, 2006.

³ Jennie Peterson, "Brief history of Makiki-Tantalus," Accessed April 25, 2006; available from www.tantalus.ws/tantalus/history.html

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Next in historic importance is the preservation of the hand-laid split-rock retaining walls and culverts that were first constructed in the late-nineteenth and early-twentieth century and are found along the entire length of the road, particularly along the roadway fronting the Castle Estate and in the Hogsback region. Where new walls and culverts are needed, first consideration should be given to replicating this type of wall. Where guardrails are absolutely necessary, nationally approved steel-backed wood guardrails should be used.

A third significant feature of the drive is the limited use of official highway signs and road markings as the modest 25 mph speed limit precludes the need for them.

The fourth unique, and most dramatic, characteristic of Tantalus-Round Top Drive is the long-established paved roadside pull-offs with spectacular panoramic and bird's-eye views of Honolulu and environs. These include: the Diamond Head Lookout; the Airport View; Punchbowl Lookout on Tantalus Drive between mile markers 1.5 and 3.0; the views from the Hogsback area; and those from the Mānoa Valley Overlook on Round Top Drive. This Historic Road designation will encourage the State Department of Land and Natural Resources to develop a long-term landscape maintenance plan to preserve and enhance these significant view planes.

ENVIRONMENTAL SETTING

Tantalus is located in the Ko'olau mountain range in the Kona district of the island of O'ahu. The ridges that carry Tantalus Drive and Round Top Drive surround Makiki Valley. Within this valley, three streams--Kānealole, Moleka, and Maunalaha--eventually drain into Māmala Bay off of the Honolulu Plain. To the south of Makiki Valley lies Pūowaina. Northeast of Makiki is Pauoa Valley and southeast is Mānoa Valley. There are three cinder cones in the Tantalus range: Pu'u 'Ōhi'a (Mount Tantalus, 2013 feet); Pu'u Kākea (Sugarloaf, 1408 feet); and Pu'u 'Ualaka'a (Round Top, 1052 feet). The mean annual rainfall of Tantalus is 120-130 inches.⁴ By comparison, nearby Waikiki's annual rainfall is 20 inches.

Early Hawaiians grew taro near the mouth of Makiki Valley where runoff from the three tributaries created ideal agricultural conditions.⁵ Archeologists speculate that by the 1600s the lowland forests had been extensively harvested and that approximately eighty percent of the land below 2,000 feet elevation was altered.⁶ *Mo'olelo* (Hawaiian stories) indicate that Pu'u 'Ualaka'a was a favored locality for sweet potato cultivation and King Kamehameha I established his personal sweet potato plantation here.⁷ *'Pu'u* translates as "hill" and *'ualaka'a* means "rolling sweet potato", so named for the steepness of the terrain. Within the valley is a quarry where the basalt outcrop was chipped into pieces to make octopus lures. That is believed to be the origin of the word

⁴ Martha Yent and Jason Ota, State of Hawai'i, Department of Land and Natural Resources, "Archaeological Field Survey of Makiki Valley, the Kanealole Stream and Moleka Stream Systems, Makiki, Kona, O'ahu" (Honolulu, 1990) 9.

⁵ Peterson.

⁶ Peterson.

⁷ Yent and Ota, 15

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‘*makiki*’ – a type of stone used for weights in octopus lures.⁸ Numerous pre-contact agricultural sites were noted during a 1980 archaeological survey of Makiki Valley, Kānealole Stream and Moleka Stream systems.⁹

Historical attempts at cultivation in the Makiki-Tantalus area included a coffee plantation by J. M. Herring along Moleka Stream in the late 1800s (valley conditions proved too wet for coffee beans to flourish) and Hawai‘i’s first commercial macadamia nut plantation along the west side of Pu‘u ‘Ualaka‘a. Ernest Shelton Van Tassel formed the Hawaiian Nut Company Limited in 1922 (or 1921) on a twenty two-acre parcel leased from the Territory of Hawai‘i. Cultivation started in 1925 and continued until 1967. Rows of macadamia nuts trees from the original orchard remain today.¹⁰ Van Tassel’s house “Nutridge” was designed by noted Honolulu architect, Hart Wood, and is listed on the National Register of Historic Places.

Recreational activities on Tantalus were popular with nineteenth-century Honolulu residents and included hiking Pu‘u ‘Ōhi‘a, collecting endemic land snail shells in the forest and duck hunting in the ponds behind Pu‘u Kākea. The name “Tantalus” originated during a hiking excursion by the Punahou¹¹ student hiking club, the Clan Alpine. The students began their hike at Pu‘u ‘Ualaka‘a. As night approached, they found themselves at the edge of the ridge overlooking Poloke Valley. Unable to continue due to the thick undergrowth, the boys were forced to give up their ascent. Versed in Greek mythology, the students named the mountain “Tantalus.”¹² (The mythological Tantalus was condemned to an afterlife of insatiable hunger and thirst due to unreachable pools of water and overhanging fruit.) “Round Top” and “Sugar Loaf” were also named by early Punahou students; these names appear on an 1873 ‘Map of Makiki Valley’ surveyed by William De Witt Alexander (see Fig. 3).

Due to the close proximity to Honolulu Harbor, the Makiki-Tantalus forest underwent severe deforestation in two periods. In the first period, heavy timber was cut for the sandalwood trade with China from 1815 to 1826. In the second period, 1833 to 1860, wood was primarily harvested as fuel for the whaling trade to render whale blubber into oil. One of the old *lualā‘au*, or wood-pits, dug to hold a horse cart-load of firewood, can still be seen today some two miles up Kalāwahine Trail off Tantalus Drive.¹³ In addition, fires, land clearing for farming, livestock grazing, feral animals, and harvesting for building materials contributed to the loss of the Makiki-Tantalus forest and its replacement by grasses. The spread of introduced plant species have crowded out the remaining native plant species. The dense foliage that now covers the mountain areas was once so open that residents called those areas “meadows.”¹⁴

⁸ Peterson.

⁹ Yent and Ota.

¹⁰ Yent and Carpenter, State of Hawai‘i, Department of Land and Natural Resources, “Archaeological Survey of Proposed State Park Areas in Makiki Valley and Pu‘u ‘Ualaka‘a,” (Honolulu: 1994), 7.

¹¹ Punahou School is a private school created in 1841 for the children of Missionaries. Punahou School is located southwest of the mouth of Makiki Valley.

¹² Griffiss, 170.

¹³ Gill.

¹⁴ Margaret Young, “Tantalus History,” Notes for talk to Tantalus Community Association, Honolulu, March 31, 1990. Available on file with author.

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As early as 1846, the Kingdom of Hawai‘i was facing development pressure from the public regarding the Makiki-Tantalus watershed. The barren hillsides were heavily eroded and the quantity and quality of fresh water in the streams was compromised.¹⁵ That same year, King Kamehameha III passed a law declaring forests to be government property. In 1876, the Kingdom passed the “Act for the Protection and Preservation of Woods and Forests” including watershed preservation. In 1880, further legislation was enacted to protect all watershed areas that contributed domestic water supplies in the Makiki, Tantalus, Round Top and Pauoa area. Despite the establishment of the protected area, 1890s legislation allowed citizens to acquire residential property on Tantalus. The Bureau of Agriculture and Forestry was created by the 1893 Legislature to combat the problem of erosion on the mountain.¹⁶ In 1903, this became the Territorial Board of Agriculture and Forestry. Makiki Valley was designated as a Forest Reserve in 1904 and reforestation began in 1910. Efforts by the first territorial forester, Ralph S. Hosmer, resulted in the intensive growth of non-native species in the valley. Hosmer created Hawai‘i’s first tree nursery with species introduced from Australia, Asia and other parts of the world.¹⁷ Accounts of day trips published during that time mention eucalyptus, guava, lantana, *kukui* and acacia trees, as well as a forester’s cabin along the carriage road on the Tantalus side.¹⁸ A later reforestation program by the Civilian Conservation Corps in the years between 1934 and 1941 planted an average of two million trees per year in Hawai‘i’s forest reserves.¹⁹

The current vegetation of Makiki Valley reflects the reforestation program and private landscaping efforts. Although most of the plants have been introduced, there are still thriving stands of original *koa*, *māmaki*, *kukui* and a few other rare native species. While the native *Kahuli* snails disappeared with the original forest, wild pigs and the ubiquitous rat remain, along with the introduced mongoose. The native owl, *pueo*, now shares the forest with a growing diversity of introduced birds, among them cardinals, Indian mynas, sparrows, *mejiros* and doves, java finch, bulbuls and shama thrushes.²⁰

HISTORICAL DEVELOPMENT OF THE ROAD

In the Great Māhele of 1848, the land was privatized and awarded to individuals by the monarchy. The Māhele claims for Makiki were mostly small parcels of land containing a house lot and relatively few had taro *lo‘i* (wetland agriculture) or *kula* (dryland agriculture) fields. This suggests that the traditional agriculture subsistence economy was being abandoned in the Makiki area more quickly than other areas of Honolulu.²¹ Three Hawaiians

¹⁵ Peterson.

¹⁶ Thomas Cox, “The Birth of Hawaiian Forestry: The Web of Influences,” Presented at the XVII Pacific Science Congress, May 27-June 2, 1991.

¹⁷ Peterson.

¹⁸ “A Trip to Mount Tantalus,” Paradise of the Pacific, June 1897; “An Ascent of Mount Tantalus, O‘ahu,” Paradise of the Pacific, September 1890.

¹⁹ “Some History of Hawai‘i Agriculture,” May 10, 2006, <http://www.Hawai‘iag.org/history.htm>.

²⁰ Irving Jenkins, personal communication, July 6, 2006.

²¹ Yent and Carpenter, 15.

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received large land awards.²² John Papa ‘Ī‘Ī, high chief and member of the House of Nobles under Kamehameha III, received the largest award of 250 acres at the western edge of upper Makiki valley and two large parcels in lower valley. The effects of the Great Māhele on land ownership overrode any traditional land divisions and use over the years.²³ By 1872, King Kamehameha V had added further land grants to his inherited crown lands, totaling his ownership to roughly 500 acres in Makiki.

Prior to 1890, the only persons living on Tantalus included a Hawaiian man named Alakea and a Hawaiian family living near Pu‘u ‘Ualaka‘a (on the present site of “Nutridge”). Alakea built a *hale* on the Kalāwahine trail after being banished to the mountain for an altercation on the Honolulu waterfront.²⁴ E. B. Scott’s book The Saga of the Sandwich Islands features an 1889 picture of two carriages at a grassy turn-around along the Tantalus road and claims “a winding path led further up the singularly bleak mountainside to a scrub covered two-thousand-foot summit, passing a native grass shack and twin-doored privy on the *‘ewa* shoulder of the mountain.”

In April 1891, H.W. Schmidt, a Senator in the Kingdom’s legislature, received a Royal Patent (Grant 3535) for land on Tantalus from Queen Lili‘uokalani. He paid \$285 for twenty-one acres located in Poloke, between Pu‘u Kākea and Pu‘u ‘Ōhi‘a, and built the first summer home called “Maluhia.” His deed contained a forty-foot right of way provision for a public road. In July 1901, Schmidt’s thirteen-year old son, Paul, wrote an article for the Pacific Commercial Advertiser about his experience living on Tantalus and mentions development of the road. “The building material had to be carried up on the backs of Portuguese (sic), because there was no road, they made their own path up Makiki, then up to the top of the [Tantalus] ridge and through the forest, now in the same place where the path was, is a fine carriage road, made by the government, and connected with Honolulu.”²⁵ Personal interviews with local residents indicate that until 1898 the Tantalus Road ended at the end of Forest Ridge Way.²⁶ Another early horse trail came through Maunalaha Valley, a Hawaiian settlement to the south east, past the Nutridge farm road, and beyond Pu‘u ‘Ualaka‘a on the right and Pu‘u Kākea on the left to reach the Schmidt residence. Lorrin A. Thurston, Minister of Interior under King Kalākaua and a pioneer Tantalus resident, was credited with conceiving and promoting the Tantalus Road project.²⁷ In 1891, Thurston authorized the construction of a carriage road “6’-0” wide with an easy grade of 7%”.

Construction of the Tantalus road began in 1892, in part an effort by the Kingdom of Hawai‘i to provide access to several hundred acres of land for settlement “at an elevation sufficient to enjoy an atmosphere as cool and bracing as is desirable for a summer outing (...) the site [Tantalus] selected is one of the best that can be found in any near vicinity of Honolulu, within easy reach and having the beauteous advantage of overlooking the harbor, city and

²² Martha Yent and Alan Carpenter, 15.

²³ Yent and Carpenter, 10.

²⁴ Lorin Gill, interview by Barbara Shideler, March 17, 2006, Honolulu, Hawai‘i.

²⁵ Paul Schmidt, “A Schoolboy’s Essay on a Forest Home at Tantalus,” Pacific Commercial Advertiser, July 1, 1901, 11.

²⁶ Gill.

²⁷ “Tantalus Drive: Honolulu’s Scenic Wonderland,” Paradise of the Pacific, (December 1926): 115.

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surrounding country.”²⁸ Two years prior, sixty prominent citizens petitioned the Legislature for \$17,500 for the construction of a carriage road to the top of Tantalus.²⁹ The petition guaranteed that monies received from the subsequent sale of government lots for residential use would be adequate to repay the Treasury. The residential lots on Tantalus were surveyed and laid out in 1891.³⁰

The Biennial Report of the Minister of the Interior to the Legislative Assembly of 1892 states that the Tantalus carriage road:

(...) from this on to the end of grade in the vicinity of ‘Sugar Loaf’ pond, a distance of say $4\frac{2}{10}$ miles, a wide and good trail has been opened on the road line, but which has yet to be completed as a substantial carriage road.³²

Further accounts specify that the road:

(...) begins at the Punchbowl Road, forming a junction with the same at the rear of the hill, at an elevation of about 285 feet, and follows a 5% grade up the ridge known as the forest ridge, to the narrow ridge, dividing Makiki from Pauoa Valley, at an elevation of about 1450 feet; then around the South Slope of Tantalus and head of the ravines leading into Makiki, to a point by the Pond just above “Sugar Loaf.”³¹

The project suffered a setback in 1892, when the Hawaiian Gazette reported that \$4,500 for the completion of Tantalus road was struck out of a bill by the Minister of Finance. The editors spoke in favor of continuing the work, emphasizing that several lots were already sold but that there were still very desirable government lots higher up that would have access once the road is completed - -“to stop now is to destroy prospect of adequate financial return.”³³ They further stressed that the Tantalus “suburb” was incomparable to any neighborhood in Honolulu as far as climate and scenery is concerned.

The elder Schmidt wrote to James A. King, the Minister of the Interior in 1894, just after construction on the carriage road began, requesting that the “top of Tantalus be retained as a Public reservation and not be sold to private parties. It is one of those landmarks always visited by strangers and residents.”³⁴ The government agreed to reserve sections so that the “characteristic features of this delightful drive will not lose its natural charm.”³⁵ The scenic importance of the roadway was thus early and firmly established.

²⁸ “The Tantalus Road,” Pacific Commercial Advertiser, April 21, 1891.

²⁹ *Ibid.*

³⁰ Evelyn Frey, “National Register of Historic Places Multiple Property Nomination Form for Tantalus Residences,” April, 1988.

³¹ Doris Moana Rowland of Nā Ala Hele. Letter to Curt Cottrell of Nā Ala Hele. (Honolulu: September 16, 1997).

³² Biennial Report of the Minister of the Interior to the Legislative Assembly of 1892.

³³ “The Tantalus Road,” Hawaiian Gazette, (December 27, 1892).

³⁴ Margaret Young, “Makiki Tantalus State Recreation Area” notes, Honolulu, February 21, 1990. Available on file with author.

³⁵ Thos G. Thrum, pub., “A Handbook of Info on matters relating to the Hawaiian Islands, Original & selected of value to merchants, tourists and others” Hawaiian Almanac & Annual for 1895, (Honolulu: Honolulu Press, 1895), 47.

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Tantalus was earning a reputation as an idyllic and favored locale for the summer residences of prominent Honolulu families.³⁶ In 1897, J.G. Rothwell obtained a land patent (Grant 4425) from Sanford B. Dole, President of the Republic of Hawai‘i, for 1 ½ acres west of the Schmidt holdings. William R. Castle, founder of Castle & Cooke, also obtained title to land on Tantalus, including a large tract in Kewalo and several lots in Poloke. The latter he subsequently subdivided and sold between 1891 and 1902.³⁷ Notable Honolulu families, including the Waterhouses, Castles, Dickeys, Hackfields, Alexanders, Dillinghams, Gills and the Thurstons, began to build summer cottages on Tantalus. These early families planted ironwood trees as windbreaks since the mountain was devoid of mature trees. Newspaper articles noted the significant improvement to the “delightful resort”³⁸ with the well-kept lawns of estates, bungalows, and cottages appearing on the mountainside. And not only did the road provide access to this scenic mountain ridge but the winding road itself, “when looked down on from above, present(s) a most intricate maze which adds to the charm of the place.”³⁹

The continuing development of the carriage road was reported in the June 1898 issue of the Paradise of the Pacific, “Myth of Mountain Tantalus”:

(...) the road leaves the road junction at rear of Punchbowl, rising with many long zigzags for over six miles then skirting along the base of the cone, and for a mile or two further winding on a level, in and out among the hills, to nearly over Mānoa Valley. The middle portion of the road traverses a beautiful new forest of eucalyptus, wattle and other foreign trees. A little higher are wonderful interior views of the deep canyons and ridges. At every turn are new sections of the glorious and ever expanding panorama of ocean and sky; of mountain, town and plain, including large portions of the island. But the richest part of the road above where it cuts through the upper wildwood of *koa* and *kukui*, intermingled with luxuriant fern and wild ginger—all overhanging the deep canyons. One is here in another world – cool, green, moist...it is a long and tedious climb to Tantalus, but once there, the lingering visitor will never regret or forget its romance and the melancholy cadence of its winds.⁴⁰

The road to the foot of Mount Tantalus was completed in 1901-1902 with a six-foot wide bridle path continuing beyond to Pu‘u Kākea.⁴¹ The project cost \$17,705.33. Schmidt extended the main carriage road to his own residence. The road was further extended from the Schmidt’s to the Waterhouse Estate by Samuel T. Alexander as

³⁶ Early landowners were J.G. Rothwell, James Finney, Andrew Brown, Judge W.L. Wilcox, Judge Charles F. Peterson, J.F. Hackfield, C. Duroi & J.F. Humburg, F. Harrison, A.V. Gear, Dr. C.B. Cooper, Judge A. W. Carter, Mary Forster, A.S. Lovekin, L.A. Thurston, Judge (later Governor) W.F. Frear, Charles H. Dickey, Martha and John Waterhouse, and W.M. Giffard. Evelyn Frey, “National Register of Historic Places Multiple Property Nomination Form for Tantalus Residences,” April 1988. Available on file with author.

³⁷ Young, “Tantalus History.”

³⁸ Jas W. Girvin, “Breaking New Trails,” Pacific Commercial Advertiser, September 3, 1906.

³⁹ *Ibid.*

⁴⁰ Janet Jennings, “Myth of Mountain Tantalus,” Paradise of Pacific, June 1898, 83.

⁴¹ A.N. Campbell, “Tantalus Drive: Honolulu Scenic Wonderland,” Paradise of the Pacific, December 1926, 115.

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part of a wedding present for his daughter, Martha Alexander and John Waterhouse. Their home, "Olindita" was built in 1902 and was the first residence on the hill to have a telephone.

Tantalus road is mentioned in the letters and diary entries of Una Hunt Drage, a young girl from the East Coast, during her 1901 trip to Hawai'i. She described the German Club "built on a knee of Tantalus...with cement tennis court jutting out in front like a prow of a ship."⁴² Drage noted that "if a ball went 'out' it would land in the ocean or in the heart of the city (...) it seems a queer extravagance when the Club House is extremely primitive, for they say it cost a fortune to haul the tons of cement on a donkey's back over the zigzag trail."⁴³

In 1906, the Civic Federation of Honolulu brought Charles Mulford Robinson, a well-known civic adviser from Rochester, New York to survey streets, parks and public works in Honolulu. He recommended securing the top of Tantalus for "the one great park for Honolulu that cities now are learning to secure and save for the people, that they may get close to nature, forgetting the fences and survey lines which civilization has thrown like a network of prison walls upon the world."⁴⁴

By 1911, a Territory of Hawai'i Survey map (Fig. 4) shows the road continuing beyond the top curve toward the Round Top side and ending at the Waterhouse Estate. The map shows the path of the original Round Top carriage route (by dashed line, labeled "Tantalus Auto Road") connecting to the terminus of Tantalus Drive. Lorin Gill, who grew up on Tantalus, recalls: "In 1904 my father brought lumber up this trail by pack horses to build the Wilder's house. It was fairly wide, like a wagon trail." Drawn in solid lines of narrow width, the new Round Top Drive follows the general contour of the original route but with more turns, perhaps to achieve an easier grade. The map also reveals another (dashed) route at the bottom of the ridge that continues into Maunala Valley (this route was eventually discontinued). The map also illustrates the property plots of the early landowners.

Historic photos in the early 1900s from the top of Punchbowl show the development of Makiki-Tantalus. In the lower valley area, large fishponds are visible and there are relatively few buildings.⁴⁵ Upper Tantalus was divided into large residential lots with sizable houses within fenced cleared areas. These residences were located in the Honolulu Watershed Forest Reserve, which was established in 1913 to protect Honolulu's water supply. This reserve supplies some of the purest water in the world and is considered a "vitaly important source of the city's artesian water supply."⁴⁶

In 1907, The Honolulu Advertiser reported: "Bids for the construction of what is to be known as Makiki slopes (now Makiki Heights) road have been received."⁴⁷ However construction of the Makiki-Round Top road did not begin until 1913 during the administration of Territorial Governor Walter Frear (1907-1913). Frear, a Civil

⁴² Drage, 29.

⁴³ *Ibid.*

⁴⁴ Young, "Makiki Tantalus State Recreation Area."

⁴⁵ Yent and Carpenter, 18.

⁴⁶ A.N. Campbell, "Tantalus Drive: Honolulu Scenic Wonderland," Paradise of the Pacific, December 1926, 115.

⁴⁷ "History from our Files," The Honolulu Advertiser, September 12, 1947.

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Engineer by training, had a personal stake in the project since he held property at the top of Tantalus. Round Top Drive was completed in 1917 during Territorial Governor Lucius E. Pinkham’s administration (1913-1918). The Superintendent of Public Works Annual Reports (SPW) from 1913, 1914-1915 and 1915-1916 reveal the progression of “Makiki Slopes” road construction with money initially expended on survey and inspection, plans, specifications, storm drains and wagons. In 1914, portions of the road were opened to automobiles at a cost of some \$4,000 to the City.

Honolulu was fast emerging as a center of transport and commerce and the *Pacific Commercial Advertiser*, stated on April 10, 1914, that “every beauty spot of the islands” should be offered to visitors of Hawai‘i and “it would be an injustice as well as a loss to the advertising of the islands to allow them to depart without experiencing the grandeur of Tantalus.”⁴⁸ The importance of tourism to the Territory’s economy was highlighted by the development of scenic roadways.

The 1915 SPW report went into more depth about the road construction of “Makiki Round Top,” revealing that portable quarters for prisoner-workers were greatly improving the construction speed of the road since the time spent bringing the prisoners back and forth from the prison was eliminated. All work on this road was performed by prison labor – trustees – “a scheme that was proving to be satisfactory because it was of minimal expense by the government as well increasing the value of the government land of which the road passes through.”⁴⁹ The 1916 SPW report noted that the Round Top Road was being constructed “as speedily as possible, such a road [to connect with Tantalus Road] being greatly needed by the residents of the city.”⁵⁰ The road is described as twenty feet wide with a grade of 7% and constructed out of cinder rock of volcanic formation, eight-inches thick, that was widely available on the mountain ridge. The rock, a good substitute for water-bound macadam, “is proving to be cheap as well as satisfactory.”⁵¹ It was reported that the surface would be maintained by Territorial prisoners and constantly resurfaced with black volcanic sand readily available along the road.⁵² The project cost the Territory around \$12,000, a comparatively low cost, with the city contributing the use of some of its road-building machinery.

With the completion of Tantalus and Round Top Drives in 1917, the road was well established as the most beautiful scenic drive in Honolulu and a great tourist attraction. Magazine and newspaper articles touted the escape to Tantalus-Round Top as a place of meditation and “elegant seclusion reached by a picturesque winding road with breathtaking curves but a perfectly safe highway.”⁵³ The summer homes on the mountain ridge were considered among the most desirable residential areas on the island for their proximity to Honolulu, favorable climate and gardens, and panoramic views of the southern shore of O‘ahu. Tantalus quickly became an alluring locale for artists. Madge Tennent, Jules Tavernier, Howard Hitchcock, Alexander Scott, Charles Barlett, Huc Luquiens and Shirley Russell are among the many artists that have depicted scenes of or from Tantalus in their work.⁵⁴

⁴⁸ “Supervisors in favor of opening Tantalus Road,” *Pacific Commercial Advertiser*, April 10, 1914.

⁴⁹ *Ibid.*

⁵⁰ Superintendent of Public Works, “Makiki Round Top Road” Report for 1916, 9.

⁵¹ *Ibid.*

⁵² Campbell.

⁵³ Francesca Carleton Hawes, “Tantalus,” *Paradise of the Pacific*, January 1937, 15.

⁵⁴ Artist List. Honolulu Academy of Arts. June 2006.

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For all of the roads' popularity among visitors and residents, the drive was somewhat of an off-road adventure, which added to its allure. Drivers had to leave paved city streets for an unmarked gravel drive with spectacular views and all the potential washouts and potholes that an annual 130 inches of rain can cause. However, paving the eight-mile road with few residents was not economically feasible for the city, no matter how popular a drive and it remained a gravel road for 18 years.

The final step in the full development of Tantalus Round-Top Drive would be macadamized paving to tie in with the rest of the streets of Honolulu. Surprisingly, this expensive undertaking began at the least promising of times, in the midst of a severe economic depression that began in the United States in 1929. To combat the lingering economic downturn, President Franklin Delano Roosevelt established some thirty-five federal agencies to help states recover. The Territory of Hawai‘i was included in that national effort.

The agency that was responsible for paving Tantalus Round-Top Drive was the Works Progress Administration (WPA), which opened an office in Honolulu in 1936. It closed it in 1941 after having sponsored more than \$10,000,000 in projects throughout the islands.

Tantalus Round-Top Drive was among the first projects undertaken by the WPA in Honolulu. Planning for improvements to the road began in 1934, when Honolulu Mayor Fred Wright proposed that work begin on "a continuation of the Tantalus Road up and around Makiki Valley, down Round-Top to Manoa Valley, to connect [sic] with the head of Makiki St."⁵⁵ The project was to be jointly funded by the City and County of Honolulu and the Federal Emergency Relief Administration, forerunner of the WPA. However, it was not until the establishment of the WPA in Honolulu in 1936 under administrator Fred Locey that plans gathered momentum. In July of that year, The Honolulu Advertiser reported that among the first WPA projects being considered was "widening of portions of the Tantalus-Makiki Round Top Road."⁵⁶ A month later, in August, the paper reported under the title "LOCEY NAMES WPA PROJECTS", that the project had expanded to include "widening and general improvement of the Tantalus-Makiki Round-Top Road."⁵⁷

On September 27, 1936, The Honolulu Star-Bulletin announced that the drive had not only been widened and improved, but paved; "the Tantalus Road improvement project, one of the largest of its kind to be undertaken here in recent years, will be completed in about 10 days. It extends from Papakolea in the Punchbowl district to what is known as Hogsback at the summit. The entire area included in the improvement has been macadamized. Work has already been started in improvement of the highway at the other side, and Mr. Locey (WPA administrator) said today that he hopes eventually to widen and pave the entire remaining section."⁵⁸

⁵⁵ "A Continuation", The Honolulu Star-Bulletin, Dec. 28, 1934, p.3.

⁵⁶ "Widening of Portions" The Honolulu Advertiser, July 28, 1936, p.2.

⁵⁷ "Locey Names" The Honolulu Advertiser, 1936, Aug. 14, 1936, p.1

⁵⁸ *Ibid.*

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The cost was the then enormous sum of \$337,000, all of it paid by the federal government. With this final step Tantalus Round-Top Drive became an integral and seamless part of Honolulu's highway system, turning the eight mile paved road into a beautiful suburban recreational drive instead of an exotic off-road adventure. Tantalus-Round Top Drive had finally arrived, courtesy of the United States Government.

On the morning of December 7, 1941, Japan bombed the United States Naval facilities at Pearl Harbor on O'ahu. Charles Black, a lifelong Tantalus resident, vividly remembered as a six-year-old boy having a panoramic view of the attack from Hogsback Ridge, which looks down on all of Pearl Harbor. Japanese planes returning from bombing and strafing runs seemed to fly straight at them as the Zeros flew in formation "just 100 feet" over Tantalus while anti-aircraft shells burst high overhead.

Governor James B. Poindexter (1934-1943) immediately proclaimed the islands under martial law and requested General Walter D. Short to take over all normal powers of the Governor. Throughout the duration of the Second World War all resources went to the war effort, and as a result improvements and maintenance of the Tantalus-Round Top road came to a complete stand-still. However, even during the war, Tantalus remained a popular drive as the *Honolulu Advertiser* noted: "During the war the Drive was a Mecca for serviceman and towns people alike who had a gallon of gasoline and could, in 20 minutes, look out through silvery kukuis, crescent koa leaves, tree ferns and gnarled hau branches at an astounding panorama from Koko Head to Waianae with the Koolau Range behind them in an island-long sweep." Gas rationing strengthened the social bond among the small Tantalus community by forcing residents to carpool up and down the mountain, and driving at night under black-out conditions required a detailed memory of the winding road.

During the war years young Charles Black, who had witnessed the attack on Pearl Harbor from Tantalus, ran a "little roadside stand" in front of his home selling candy bars and orange soda to Tantalus visitors driving the road during the war. He remembers early in the war Admiral Chester Nimitz, commander of the Pacific Fleet holding staff meetings walking the 10 mile Tantalus loop, taking advantage of the exercise and privacy afforded by the mountain. Nimitz would always stop and buy refreshments not only for his staff of four or five, but for Charles and his brother as well.

Just a little over a year after Japan surrendered in September 1945, repairs began on the neglected drive. In April 1947, the *Honolulu Advertiser* wrote:

Tantalus Drive, O'ahu's "skyline boulevard" with its breath-taking panoramic vistas which was devoid of maintenance during the latter years of the war, is now receiving the cooperative attention of the Board of Agriculture and Forestry, the City and County of Honolulu and the Outdoor Circle.

Half of Circle Drive, from Makiki Round Top to the Hogsback, needs complete resurfacing. Bad holes appear after every rain and the crew is now patching the potholes. The City and County Road Department restored a five man maintenance crew to the drive last October and great

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improvement has been noted in clearing brush, widening and intermittent patching. A few months ago they couldn't even look out because neglected roadside growth had shut out all the views.

The [Outdoor] Circle planning committee has developed a plan to increase the natural beauty of the entire drive. The four approaches, through Papakolea, up Mott-Smith Drive past Roosevelt High School, up Makiki Heights Drive, and up Makiki Round Top from the fork at Makiki Reservoir, are to become a mass of plumeria in all its lustrous white and hybrid colors. Above the plumeria on Round Top Drive the Cup of Gold and Night-blooming Cereus plantings will be stressed. Honey Suckle and other low ground coverings of a semi-wild nature will be used in the turn areas.⁵⁹

During the war, the summit of Round Top was used as by the military as a cinder quarry and the Board of Agriculture and Forestry now proposed that the three-acre area be turned into a park: "A low barrier around the edge, a grass surface, some shade trees and windbreak planting, and the residents of and visitors to Honolulu could, in 10 minutes, be nearly a thousand feet above the City in an ideal picnic and recreational spot unequaled on the Leeward side of O'ahu for its panoramic view of ocean, city, and mountains (...)."⁶⁰ Ten years later, in 1957, this became Pu'u 'Ualaka'a State Park, part of the Makiki –Tantalus Recreation Area.

During the 1950s, with the aid of federal funding, O'ahu saw an increase in new road construction with the widening, straightening and even elimination of old roads and the building of Hawai'i's first freeways and new multi-lane highways. Tantalus-Round Top Drive benefited from benign neglect during this period, very probably due to the few residents living along the drive. The only substantial improvement to the drive was in 1953-54, when low curbside retaining walls and roadside drainage culverts made from quarried basalt were built, where needed, along the length of the road. These were the last substantial additions or alterations to this historic drive.

CURRENT STATUS

Tantalus and Round Top Drives were built on public lands between 1892 and 1917 by the Kingdom, Provisional, Republic and Territorial governments of Hawai'i. The ownership of the road remained with the Territory of Hawai'i, and subsequently with the State of Hawai'i until 1993. The passage of Resolution 93-287 and Act 228 H.B. No. 1055 in 1993 transferred title to the City and County of Honolulu in name and tax map, since a metes and bounds survey does not exist. There was no actual exchange of deeds.

Under Act 234, passed in 1957, the Tantalus–Round Top area was zoned as a Conservation District with conditional residential use in the State's land use classification system. The zoning regulations were designed to prevent water pollution to the watershed area, thereby restricting further residential, commercial, or agricultural development. The 2,000-acre Makiki State Recreation Area was established in 1957 as part of the State park

⁵⁹ "Tantalus Scenic Drive Improvement Scheduled," Honolulu Advertiser, April 28, 1947.

⁶⁰ "History from our Files," Honolulu Advertiser, September 12, 1947.

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system. This recreational area consists of a wayside park along Makiki Heights Drive, an upper valley area from wayside park to Pu‘u ‘Ōhi‘a, and the Pu‘u ‘Ualaka‘a State Park

Tantalus is home to around 900 residents with approximately 200 homes that are not serviced by the municipal wastewater system; there is no long-term plan to extend service to that area.⁶¹ The 2000 Census reports that the neighborhood is an older one with 1957 as the median year for home construction. Most of the homes are higher than 1,300 feet above sea level. Property parcels have been relatively unchanged since they were placed on the market in late 1800s and early 1900s.

The drive provides access to a network of approximately fifteen trails that run throughout Makiki Valley and the Tantalus–Round Top mountain range. These trails, such as the Manoa Cliff Trail, Pu‘u ‘Ōhi‘a Trail, Judd Trail, ‘Aihualama Trail, and Nu‘uanu Trail, offer the hiker respite from nearby urban Honolulu and an opportunity to explore the verdant Tantalus forest, as well as some panoramic views of Diamond Head and the Wai‘anae range. Many of the existing hiking trails are thought to originate with old horse trails from both the deforestation and reforestation days. Of historical note, the lower portion of Maunalaha Trail and a path that runs along the Maunalaha (east) side of Moleka Stream traces the path of the old carriage road built by G.M. Herring that begins at the Forestry Baseyard near the convergence of Kānealole and Moleka Streams.

The road is popular with cyclists, hikers, runners, birdwatchers, and motorcycle clubs (identified on one website as one of the best scenic routes for a motorcycle drive).⁶² The Tantalus Community Association has been very active in the clearing of the invasive and non-native vegetation and engaging in quarterly roadside cleanups and “workdays.” Vehicular speeding is a problem, as the hairpin curves and the length of this mountain road present a challenge irresistible to recreational drivers. Heavy rainfall and strong winds often cause falling trees, forcing road closures. There have been efforts by the City to put up warning signs and re-stripe roads, all toward making the road safe for drivers.

ALTERATIONS

There have been relatively few minor alterations to Tantalus-Round Top Drive outside the period of significance (1890 – 1954). Masonry and concrete swales and rolled asphalt curbs were installed in the mid 1950s on the downside of turns and alongside the edge of lookouts. A few short segments of metal guardrail were installed over the past few decades. Small numbers signs (with displays such as 252+00) were positioned by the City in 2005 to help identify stretches of the road for maintenance crews. Contemporary speed limit signs, reflectors, and traffic signs are found at intervals on the road. The mile and half-mile marker posts were installed by the Tantalus Community Association in 2000. At certain lookouts, short wooden or metal posts are placed to define the limit of the lot – some, particularly the metal poles at the large Pu‘u ‘Ōhi‘a Trailhead parking were installed to deter night-time parking and impede trash dumping.

⁶¹ 4M Inventory Phase Report Executive Summary, Chapter 2.
⁶² www.motorcycleroads.us/roads/hi_rtd.html. Accessed May 11, 2006.

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Narrative Statement of Significance

Tantalus-Round Top Drive fulfills Criteria A and C for listing on the National Register of Historic Places. The road represents a significant and distinguishable entity in the historical development of the city of Honolulu. The road retains historic integrity in its original road alignment, narrow lanes, undeveloped shoulders, and spectacular setting above the city. Minimal alterations over the past ninety years have not only preserved the historic character of the road, but have also helped maintain the natural and scenic qualities of the rural Tantalus community.

Criterion A: The development of Tantalus-Round Top Drive spanned the five successive governments of Hawai'i. The roadway served the sale and development of residential lots along the route, and provided vehicular access for a well-used scenic drive enjoyed by tourists and residents alike.⁶³ In fact, irrespective of associated residential development, the roadway represents an important civic amenity in its function to provide a scenic drive to tourists and residents alike. By providing an overview of the city, construction of the road contributed to the emergence of civic pride in the citizenry of Honolulu during the late-nineteenth and early-twentieth centuries. Its historic use as a recreational destination ensured its continued status as a cherished natural landscape.

At the turn of the eighteenth century, O'ahu was becoming the new center of commerce and trade in the islands. The discovery of the only navigable harbor in all of the islands on the south shore of O'ahu in 1793 led to the subsequent growth of Honolulu as an economic, political, and social powerhouse.⁶⁴ From the harvesting of the native forests on Tantalus in the early nineteenth century to the subsequent reforestation initiated by the Kingdom and later the Territory's Forestry Programs, to the opening of the mountain for recreational and residential use, the development of the mountain road parallels the gradual modernization of Hawai'i. The development and use of the road extended through the Kingdom of Hawai'i (1810-1893), the Provincial Government (1893 to 1894), the Republic of Hawai'i (1894 to 1900), the Territory of Hawai'i (1900 until 1959), and, finally, the State of Hawai'i, when the islands were admitted as the Fiftieth State of the United States of America in March 1959. Each government has deemed the mountain road significant enough to dedicate time and money to its maintenance and growth. Tantalus and Round Top Drives represent a pattern of road development that transformed old trails and carriageways into roads that could be easily negotiated by the automobiles introduced to the islands in the early twentieth century.⁶⁵

The macadamized paving of Tantalus Round-Top Drive was one of the earliest projects undertaken by the Work Progress Administration (WPA), one of the agencies established by United States President Franklin Delano Roosevelt to help the nation recover from the severe economic downturn caused by the New York stock exchange collapse in 1929. Between 1936 and 1941, the WPA spent \$10,000,000 in federal funds to aid the Territory of Hawaii. The footprint of the road remains largely as the WPA project left it, and the drive today is a reminder of the United States' investment in Hawai'i even prior to statehood in 1959.

The opening of the road in the 1900s allowed Honolulu's prominent families to purchase residential lots that were in close proximity to town, with a cool comfortable climate and stunning scenic appeal. The first summer homes built in this highly desired resort environment included the Waterhouse's "Olindita" (1902); Senator C.H. Dickey's "Kuahiwi" (1906); Mary Alexander's "Paliuli" (1907); the Wilder home "Mehemanuala," designed by architect Tom Gill (1908); the

⁶³ "Tantalus Scenic Drive Improvement Scheduled," April 28, 1947.

⁶⁴ Gavan Daws, *Shoal of Time, A History of the Hawaiian Islands* (Honolulu: University of Hawai'i Press, 1968), 37.

⁶⁵ Ralph Kuykendall, *The Hawaiian Kingdom, 1854-1874, Vol. 2* (Honolulu: University of Hawai'i Press, 1953), 23.

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Campbell’s “Kalaukoa” (1917); and David Little Withington’s “The Camp” (1918). The Davies, Judd, Dillingham, Bishop, Castle, and Thurston families also had summer homes on Tantalus. Governor Walter Frear maintained a large estate on the mountain. In 1928, Thomas Gill constructed a home, called ‘Wao’ala’ on Tantalus and became one of the first year-round residents. Many of these historic grand residences are still intact along Tantalus and Round Top Drives and several current residents claim residency back to the Kingdom’s Royal Patents. There are no other mountain ridge residential developments in Honolulu that compare to Tantalus-Round Top’s scenic access by curvilinear road that follows the natural topography. Also notable are the depth to which the road reaches into the valley and the large size of many of the lots. Several homes are currently listed on the State Register of Historic Places as part of the Multiple Property designation for “Tantalus Residences.” “Nutridge” in Pu‘u ‘Ualaka‘a State Park is also individually listed on the National Register as the first macadamia nut farm in Hawai‘i.

Tantalus-Round Top Drive has been since its inception a popular destination for both visitors and residents for its scenic vistas and the experience of driving through a lush forest landscape in close proximity to urban Honolulu. As early as 1820, O‘ahu’s landmarks were already well established; many historical accounts speak of the beaches of Waikīkī and Diamond Head, the flat Honolulu plains, Barber’s Point, and the mountains of Wai‘anae.⁶⁶ The proliferation of literature from the time the road was constructed reveals its significance as an early tourist attraction of Honolulu. Tantalus is described as one of “Hawai‘i’s best cards – miles of the loveliest scenery flanking an excellent driveway that winds through cool forests of *koa*, *kukui* and eucalyptus.” The road provided access to the cool mountains and “makes available this veritable garden spot, with its striking panorama of Honolulu and environs.”⁶⁷ The road was a testament to the civic pride evident in the citizenry of Honolulu at the beginning of the twentieth century: “From Tantalus it is that the Honolulan may really see his city; obtain an indelible impression of its great length sprawled out from Koko Head to Barber’s Point; and of its breadth stretching from the verdure-clothed slopes to the blue ocean, south and west. One must view Honolulu from Tantalus to seriously appreciate its size, its orderliness, its wonderful coloring.”⁶⁸

Additionally, it is important to note that the construction of the road is associated with several prominent Honolulu citizens, among them Lorrin A. Thurston, Henry Hackfield, Governor Walter Frear, and H.W. Schmidt. However, their contribution to the roadway project remains a minor aspect of their careers and accomplishments. As such, the property is not nominated under criterion B.

Lorrin Andrews Thurston (1858-1931), was the grandson of Asa and Lucy Thurston, members of the 1820 pioneer company of missionaries to Hawai‘i. Born in Honolulu, he played an instrumental role in the transformation of Hawai‘i from a sovereign constitutional monarchy into a territory of the United States. As owner and publisher of the *Honolulu Advertiser*, Thurston enthusiastically promoted Hawai‘i as a tourist destination and was a firm proponent of public parks. He was instrumental in the establishment of Hawai‘i Volcanoes National Park on the Island of Hawai‘i and Haleakalā National Park on Maui.⁶⁹ Thurston was the driving force behind government road construction to the volcano on Hawai‘i and to Tantalus on O‘ahu.

⁶⁶ Meyen, viii.

⁶⁷ “Tantalus Drive: Honolulu’s Scenic Wonderland” *Paradise of the Pacific*, December 1928.

⁶⁸ “Tantalus Drive: Honolulu’s Scenic Wonderland” *Paradise of the Pacific*, December 1928.

⁶⁹ A. Grove Day, *History Makers of Hawai‘i*, (Honolulu: Mutual Publishing, 1984) 121.

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Tantalus – Round Top Road Honolulu, Hawai'i

Other pioneer Tantalus landowners were Henry Hackfield (1815-1887) of Hackfield and Co., Samuel Northrup Castle (1808-1894) of Castle and Cooke, and Samuel Thomas Alexander (1836-1904) of Alexander and Baldwin. Hackfield, Castle, and Alexander were founding members of three of the five sugarcane corporations known as the "Big Five" that effectively dominated island life economically, politically, and socially throughout the Territorial era and into the early years of Statehood.

Among these leaders, Hackfield in particular promoted Tantalus as a recreational destination by building a retreat for the German Club on his Kala'i'opua Place property. The German Club was a large social organization founded in 1854 during the reign of King Kamehameha III and made up of prominent members of the sizable and influential German community in Honolulu. Hackfield's managing director, H.W. Schmidt, built the first house on Tantalus, "Maluhia," in 1892. His granddaughter, Margaret Smith Young (1905-1993) was a long-time Tantalus resident and founder of the Hawai'i Nature Center at the Makiki State Recreation Area.

Many of these early Tantalus residents held various offices in the Hawaiian government. Schmidt was a Senator in the Hawaiian legislature. Hackfield served as consul in Hawai'i for Germany, Norway, and Sweden and was a charter member of the Honolulu Chamber of Commerce. During the monarchy, Lorrin A. Thurston served in the House of Representatives, House of Nobles, and was appointed Minister of the Interior.

Criterion C: The construction of the road between 1892 and 1916 is a transportation engineering achievement. County engineers, private contractors, and prison trustees improved and modernized the old trail into a carriage road and automobile system despite the challenging terrain. Tantalus-Round Top Drive is a rare extant example of a rural scenic roadway corridor winding through the forest reserve adjacent to Honolulu's primary urban core. Other examples, such as the Nu'uuanu-Pali Road, have been altered by urban development and the construction of modern highways along the original alignments. Features of the Tantalus-Round Top roadway, such as masonry walls and curbs, are significant for their use of vernacular materials, in this case basalt or "lava rock."

Tantalus-Round Top Drive is one of the last examples of a heavily forested landscape in the city of Honolulu. The integrity of the road has been sustained over the years. Historic photos, during and after construction, indicate that the rustic character of the road has undergone relatively few and minor changes. Current vegetation reveals layers of the historic use of Makiki Valley –deforestation, reforestation, and patterns of the establishment of native and non-native species. The lava rock walls along certain stretches of both Tantalus and Round Top date from the road's construction. Basalt rock culverts, concrete-lined gutters and rolled asphalt curbs are examples of typical road treatments in Hawai'i during the early twentieth century. With the exception of a few stretches of metal guardrail and limited traffic signs, the road's present-day appearance is physically and visually similar to its original appearance. Today a trip along the Tantalus-Round Top Drive provides an opportunity for a motorist to enjoy what excursionists would have seen in 1917. The road provides spectacular scenery, with views of Honolulu's natural beauty: verdant mountains and valleys, coastal stretches, and ocean vistas.

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Tantalus – Round Top Road Honolulu, Hawai'i

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Section 9 Page 2

Tantalus – Round Top Road Honolulu, Hawai'i

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National Park Service

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CONTINUATION SHEET

Section 10 Page 1

Tantalus – Round Top Road Honolulu, Hawai'i

Geographical Data

UTM References The coordinates for Tantalus-Round Top Drive form a linear resource approximated by the following line segments:

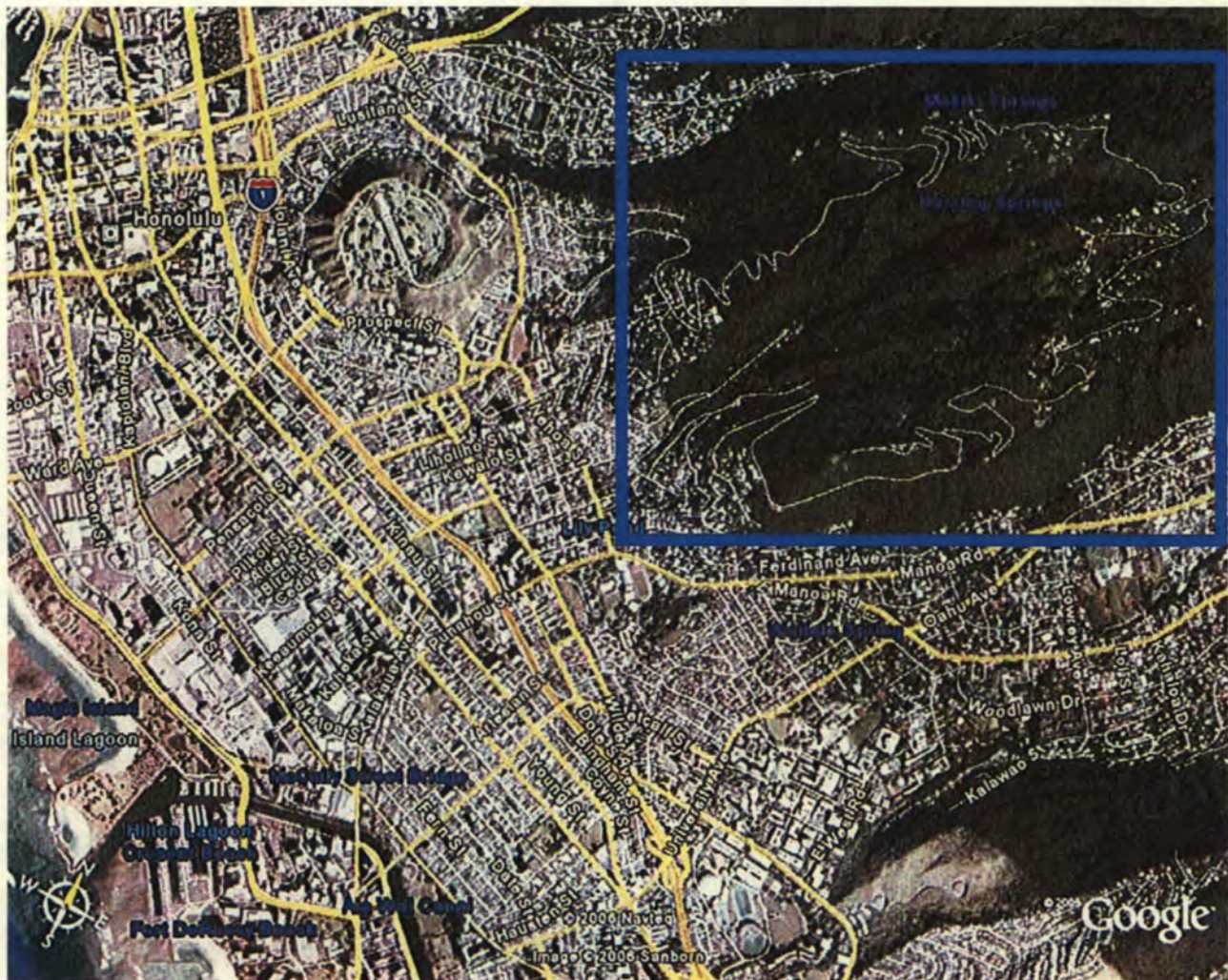
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4. Mile Marker 3.0	04-6217600-235878		
5. Mile Marker 3.5	04-6218500-235890		
6. Mile Marker 4.0	04-6220400-235910		
7. Mile Marker 4.5	04-6225000-235925		
8. Mile Marker 5.0	04-6230800-235920		
9. Mile Marker 5.5	04-6230000-235865		
10. Mile Marker 6.0	04-6227800-235825		
11. Mile Marker 6.5	04-6227400-235795		
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13. Mile Marker 7.5	04-6225800-235755		
14. Mile Marker 8.0	04-6223200-235730		

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National Park Service

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Section 11 Page 2 Tantalus – Round Top Road
Honolulu, Hawai'i

Figure 2: Aerial view of Honolulu and Tantalus (*Google Maps, ca. 2005*).

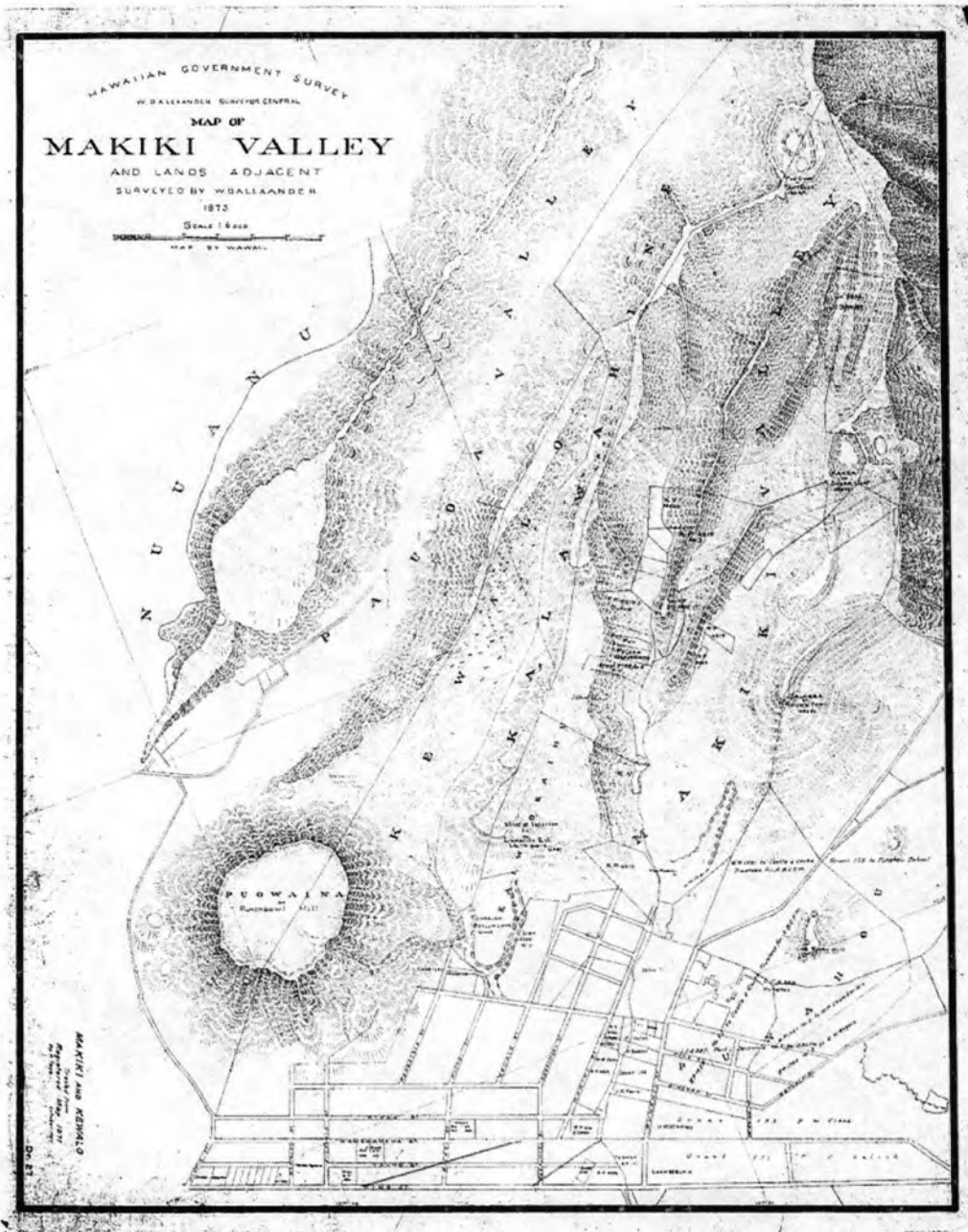


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CONTINUATION SHEET**

Section 11 Page 3 Tantalus – Round Top Road
 Honolulu, Hawai'i

Figure 3: 1873 Survey Map of Makiki Valley by W.D. Alexander (full size map attached).

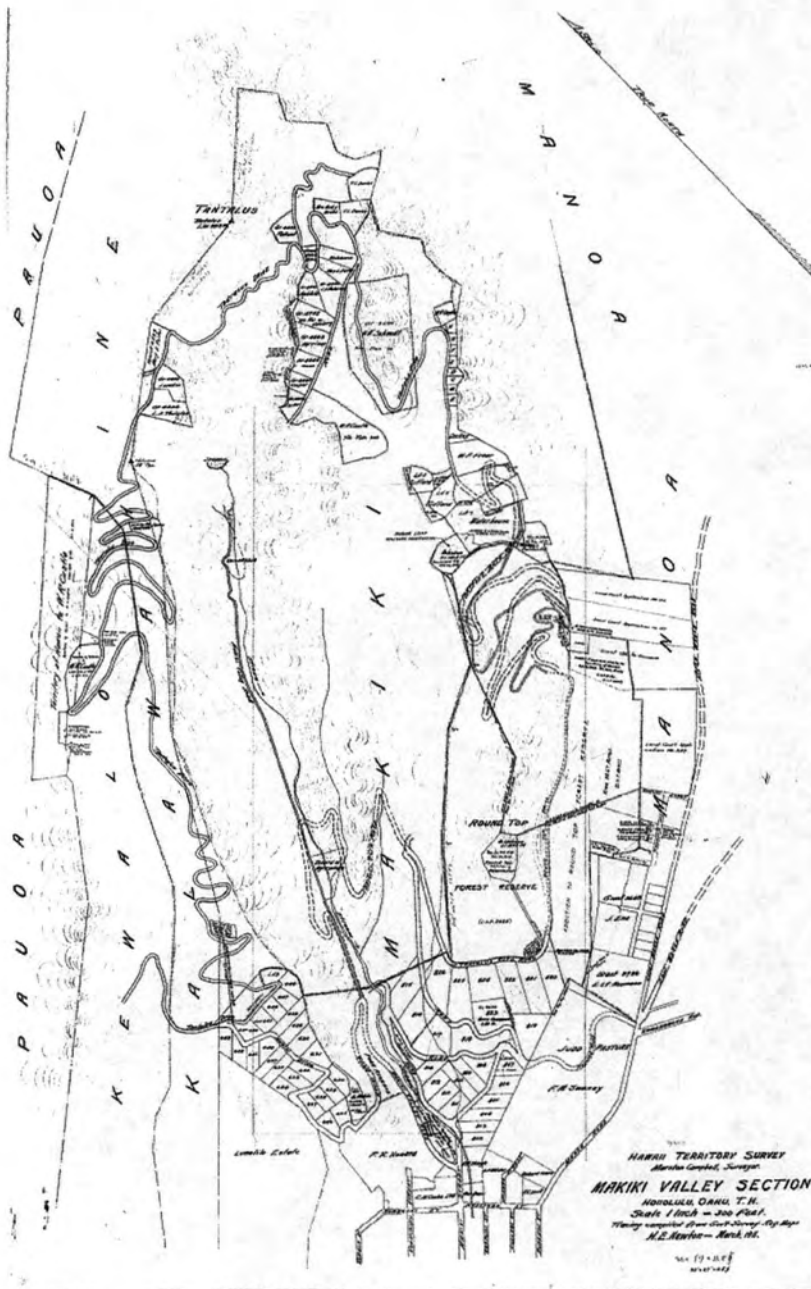


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CONTINUATION SHEET

Section 11 Page 4 Tantalus – Round Top Road
Honolulu, Hawai'i

Figure 4: 1911 Hawaii Territory Survey Map, Makiki Valley Section (full size map attached).



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National Park Service**

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Section 11 Page 5 Tantalus – Round Top Road
Honolulu, Hawai'i

Figures 5 and 6: Kukui trees along Tantalus Road, 1905 (*Alonzo Gartley, Bernice P. Bishop Museum*)
Tantalus Road, ca. 1907 (*T.S. Wilson, Bernice P. Bishop Museum*)



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Section 11 Page 6 Tantalus – Round Top Road
Honolulu, Hawai'i

Figures 7 and 8: Diamond Head from Tantalus, ca. 1900-1910 (*Alonzo Gartley, Bernice P. Bishop Museum*)
Diamond Head from Tantalus, 2006 (*Mason Architects, Inc*)



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Honolulu, Hawai'i

Figures 9 and 10: Tantalus [view to 'Ewa], 1926 (*photographer unknown, Bernice P. Bishop Museum*)
Tantalus, view to 'Ewa, 2006 (*Mason Architects, Inc.*)

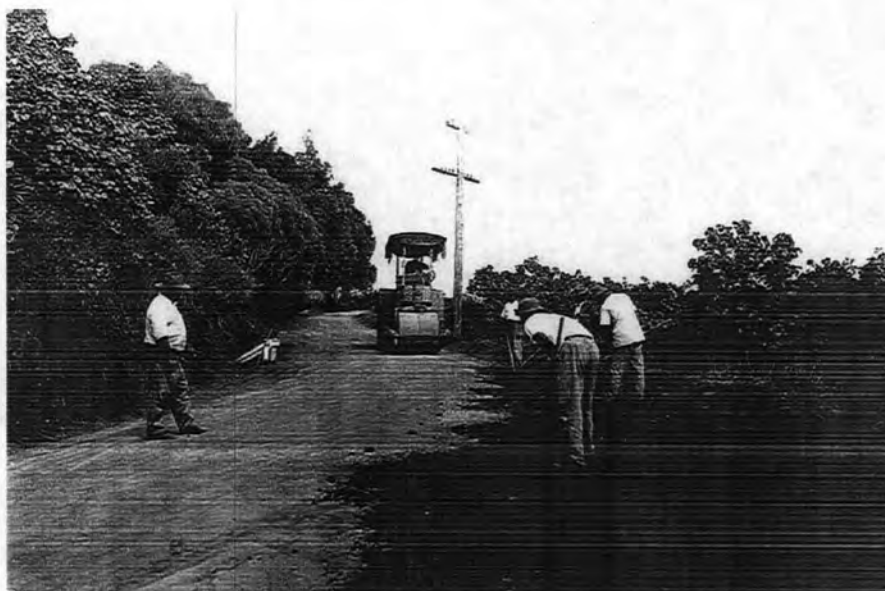
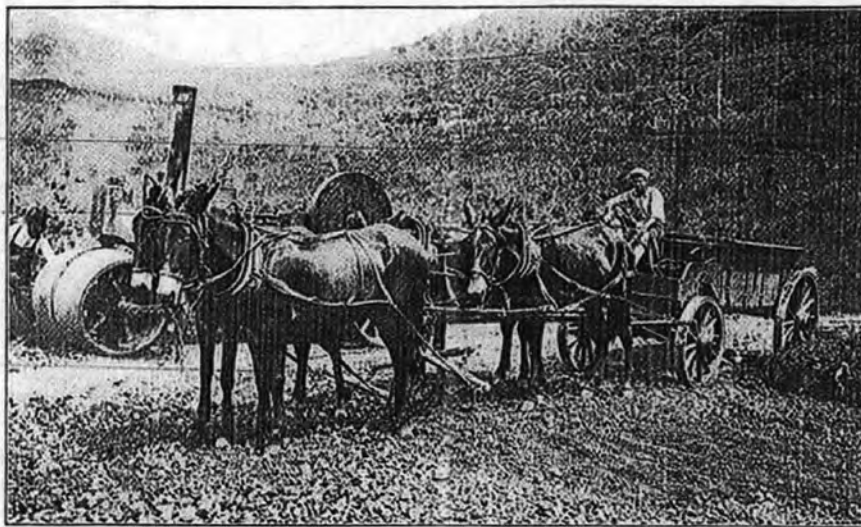


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Honolulu, Hawai'i

Figures 11 and 12: Paving Round Top Road, ca. 1916 (*Hawaii State Archives*)
Paving Round Top Drive, ca. 1926 (*Williams Studios, Hawaii State Archives*)



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Section 11 Page 9 Tantalus – Round Top Road
Honolulu, Hawai'i

Figures 13 and 14: Tantalus, 1901 (*Una A. Clark, Private Collection*)
Picnic at Pu'u Kākea, 1918 (*Hedemann?, Bernice P. Bishop Museum*)



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Honolulu, Hawai'i

Figures 15 and 16: Mile Marker 1.5
Honolulu Watershed Forest Reserve Sign



Figures 17 and 18: "Hogsback", near Mile Marker 4.0
Basalt (lava rock) retaining wall at Hogsback.



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Section 11 Page 11 Tantalus – Round Top Road
Honolulu, Hawai'i

Figures 19 and 20: Bamboo forest, near original Schmidt Estate, Mile Marker 5.0 – 5.5
Basalt curbing, near Mile Marker 5.0



Figures 21 and 22: Honolulu Watershed Forest Reserve, Mile Marker 8.0
View from Mānoa Valley overlook.



List of Figures
Tantalus-Round Top Road
National Register Nomination Form

The images on this CD are Figures 1 through 22 in the nomination form.

1. HI_HonoluluCounty_Tantalus1.tif
2. HI_HonoluluCounty_Tantalus2.tif
3. HI_HonoluluCounty_Tantalus3.tif
4. HI_HonoluluCounty_Tantalus4.tif
5. HI_HonoluluCounty_Tantalus5.tif
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12. HI_HonoluluCounty_Tantalus11.tif
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16. HI_HonoluluCounty_Tantalus16.tif
17. HI_HonoluluCounty_Tantalus17.tif
18. HI_HonoluluCounty_Tantalus18.tif
19. HI_HonoluluCounty_Tantalus19.tif
20. HI_HonoluluCounty_Tantalus20.tif
21. HI_HonoluluCounty_Tantalus21.tif
22. HI_HonoluluCounty_Tantalus22.tif

1. Tantalus-Round Top Road
Honolulu, Hawaii
Tantalus Community Association
Schematic map

2. Tantalus-Round Top Road
Honolulu, Hawaii
www.googlemaps.com
2005
Aerial view

3. Tantalus-Round Top Road
Honolulu, Hawaii
W. D. Alexander
1873

Survey Map of Makiki Valley

4. Tantalus-Round Top Road
Honolulu, Hawaii
Hawai'i Territory Survey
1911
Map
5. Tantalus-Round Top Road
Honolulu, Hawaii
Alonzo Gartley (Bernice P. Bishop Museum)
1905
Kukui trees along Tantalus Road
6. Tantalus-Round Top Road
Honolulu, Hawaii
T. S. Wilson (Bernic P. Bishop Museum)
ca. 1907
Tantalus Road View
7. Tantalus-Round Top Road
Honolulu, Hawaii
Alonzo Gartley (Bernice P. Bishop Museum)
ca. 1900-1910
Diamond Head from Tantalus
8. Tantalus-Round Top Road
Honolulu, Hawaii
Mason Architects, Inc.
2006
Diamond Head from Tantalus
9. Tantalus-Round Top Road
Honolulu, Hawaii
Photographer unknown (Bernice P. Bishop Museum)
1926
Tantalus, View to 'Ewa
10. Tantalus-Round Top Road
Honolulu, Hawaii
Mason Architects, Inc.
2006
Tantalus, View to 'Ewa
11. Tantalus-Round Top Road
Honolulu, Hawaii

Photographer unknown (Hawai'i State Archives)
ca. 1916
Paving Round Top Drive

12. Tantalus-Round Top Road
Honolulu, Hawaii
Williams Studios (Hawai'i State Archives)
ca. 1926
Paving Round Top Drive
13. Tantalus-Round Top Road
Honolulu, Hawaii
Una A. Clark (Private collection)
1901
Tantalus [painting]
14. Tantalus-Round Top Road
Honolulu, Hawaii
Hedemann [?] (Bernice P. Bishop Museum)
1918
Picnic at Pu'u Kākea
15. Tantalus-Round Top Road
Honolulu, Hawaii
Mason Architects, Inc.
2006
Mile Marker 1.5
16. Tantalus-Round Top Road
Honolulu, Hawaii
Mason Architects, Inc.
2006
Honolulu Watershed Forest Reserve Sign
17. Tantalus-Round Top Road
Honolulu, Hawaii
Mason Architects, Inc.
2006
"Hogsback," near Mile Marker 4.0
18. Tantalus-Round Top Road
Honolulu, Hawaii
Mason Architects, Inc.
2006
Basalt (lava rock) retaining wall at "Hogsback"

19. Tantalus-Round Top Road

Honolulu, Hawaii

Mason Architects, Inc.

2006

Bamboo forest, near original Schmidt Estate, Mile Marker 5.0-5.5

20. Tantalus-Round Top Road

Honolulu, Hawaii

Mason Architects, Inc.

2006

Basalt curbing, near Mile Marker 5.0

21. Tantalus-Round Top Road

Honolulu, Hawaii

Mason Architects, Inc.

2006

Honolulu Watershed Forest Reserve, Mile Marker 8.0

22. Tantalus-Round Top Road

Honolulu, Hawaii

Mason Architects, Inc.

2006

View from Mānoa Valley overlook

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Tantalus--Round Top Road

MULTIPLE NAME:

STATE & COUNTY: HAWAII, Honolulu

DATE RECEIVED: 7/02/09 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 8/15/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000373

DETAILED EVALUATION:

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

Tantalus—Round Top Road meets National Register Criteria A and C at the local level of significance in the areas of Transportation, Engineering, and Social history. Started in the 1890s as a combination pleasure drive/residential access road, the Tantalus—Round Top Road corridor represents a significant local scenic roadway landscape. Originally built as a rustic gravel carriage drive, the roadway evolved into a major recreational amenity suitable for auto travel, thanks in large part to upgrades undertaken in the 1930s under the auspices of the WPA. The property represents a unique engineering accomplishment not only in the circuitous path it takes and the rustic materials it uses (lava rock walls, etc.), but also how this was accomplished to create not only an effective transportation link but also an aesthetic landscape that harmonized with the natural topography and took advantage of those features to create a unique recreational resource. The scenic qualities of the historic roadway engineering and its resulting breathtaking vistas and panoramic views of Honolulu retain strong historic integrity, increasingly rare in the developed areas of the island.

RECOM./CRITERIA Accept Criteria A+C
REVIEWER Paul R. Lusigwan DISCIPLINE Historian
TELEPHONE _____ DATE 8/14/2009
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

B. M. 712



Tantalus- Round Top Road
Honolulu County, Hawaii
Alonzo Gartley
1905
Bishop Museum
Kukui trees along Tantalus Rd.
Photo No. 1



Tantalus-Round Top Road
Honolulu County, Hawaii
T. S. Wilson ca 1907
Bishop Museum
Tantalus Road
Photo No. 2



Tantalus - Round Top Road
Honolulu County, Hawaii
Alonzo Gantley
ca. 1900-1910
Bernice P. Bishop Museum
Diamond Head from Tantalus
Photo No. 3



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc
2006
Mason Architects, Inc.
Diamond Head from Tantalus
(camera facing south)
Photo. No. 4



Tantalus - Round Top Road
Honolulu County, Hawaii
Photographer unknown
1926
Bernice P. Bishop Museum
Tantalus (view to 'Ewa)
Photo No. 5



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.
2006
Mason Architects, Inc.
Tantalus, view to 'Ewa
Photo No. 6



Tantalus-Round Top Road
Honolulu County, Hawaii
Photographer unknown
ca. 1916
Hawaii State Archives
Paving Round Top Road
Photo No. 7



Tantalus - Round Top Road
Honolulu County, Hawaii
Williams Studios
ca. 1926
Hawaii State Archives
Paving Round Top Road
Photo No. 8



T. T. T.

Tantalus - Round Top Road
Hawaii County, Hawaii
Una A. Clark
1901
Private Collection
Tantalus
Photo No. 9



Tantalus-Round Top Road
Honolulu County, Hawaii
Hedemann
1918.
Bernice P. Bishop Museum
Picnic at Pu'u Kā'ea
photo No. 10



Tantalos-Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.
2006
Mason Architects, Inc.
Mile Marker 1.5
Photo No. 11

~~EBK~~ Leaving

AC

Honolulu Watershed Forest Reserve

Mahalo for
Protecting O'ahu's Water Supply



Aloha



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.

2006

Mason Architects, Inc.
Honolulu Watershed Forest Reserve
Sign

Photo No. 12



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.

2006

Mason Architects, Inc.

"Hogsback" near Mile Marker 4.0
photo No. 13



Tantalos-Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.

2006

Mason Architects, Inc.

Basalt (lava rock) retaining wall
at Hogsback

Photo No. 14



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.
2006
Mason Architects, Inc.
Bamboo forest, near original Schmidt
Estate, Mile Marker 5.0-5.5
Photo No. 15



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.

2006

Mason Architects, Inc.

Basalt curbing, near Mile Marker 5.0
Photo No. 16



Tantalus - Round Top Road
Honolulu County, Hawaii
Mason Architects, Inc.
2006

Mason Architects, Inc.
Honolulu Watershed Forest Reserve,
Mile Marker 8.0
Photo No. 17



Tantalus - Round Top Drive
Honolulu County, Hawaii
Mason Architects, Inc.

2006

Mason Architects, Inc.

View from Maunaloa Valley overlook

Photo No. 18



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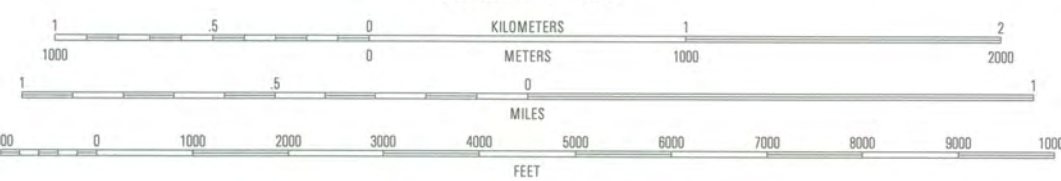
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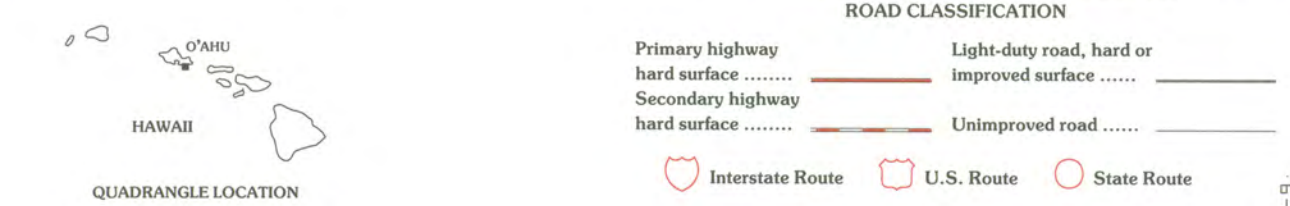
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Produced by the United States Geological Survey in cooperation with National Imagery and Mapping Agency. Topography compiled 1953. Boundaries current as of 2000. North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 4 10 000-foot ticks: Hawaii Coordinate System of 1983 (zone 3). Old Hawaiian Datum is shown by dashed corner ticks. The values of the shift between NAD 83 and Old Hawaiian Datum for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software. There may be private inholdings within the boundaries of the National or State reservations shown on this map. Landmark buildings verified 1995.



CONTOUR INTERVAL 40 FEET
SUPPLEMENTARY CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1 FOOT
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

1	2	3
4	5	6
7	8	

ADJOINING 7.5' QUADRANGLE NAMES

- 1 Waipahu
- 2 Kaneohe
- 3 Mokuage
- 4 Pearl Harbor
- 5 Koko Head
- 6
- 7
- 8

HONOLULU, HI 1998 NIMA 5420 IV SE-SERIES W833

