

DILLINGHAM BOULEVARD RESIDENCES
Dillingham Boulevard
Honolulu
Honolulu County
Hawaii

HABS No. HI-558

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
Oakland, California

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

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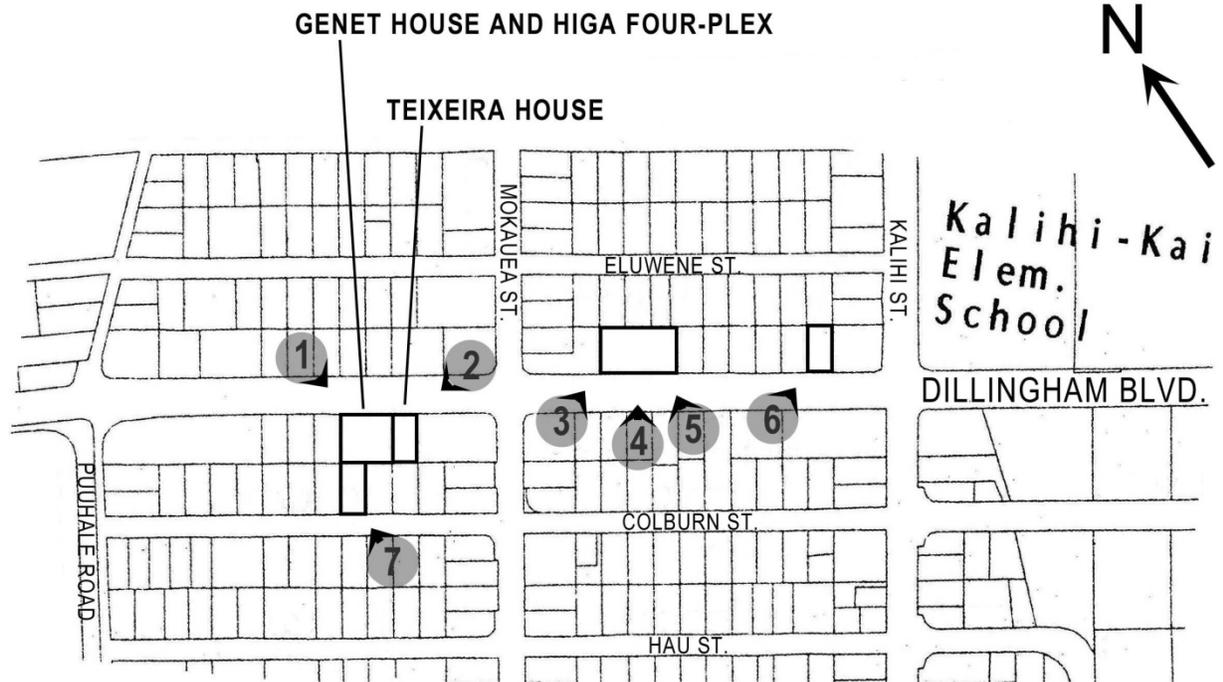
Documentation: 7 Exterior Photographs (2012)
1 Photographic Copy of Aerial Photograph (ca. 1940)

Charles Greenleaf, Photographer

August, November 2012

- HI-558-1 CONTEXTUAL VIEW, LOOKING RIGHT TO LEFT: GENET HOUSE, HIGA FOUR-PLEX, AND PART OF TEIXEIRA HOUSE (RESPECTIVE ADDRESSES: 1953, 1945, AND 1927 DILLINGHAM BOULEVARD). VIEW LOOKING SOUTH.
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- HI-558-8 Photocopy of photograph (ca. 1940 photo by U.S. Army Corps of Engineers in Hawaii State Archives, folder PPA 58-4, #M57.6). HISTORIC AERIAL PHOTOGRAPH, PORTION SHOWING KALIHI AREA, INCLUDING BLOCKS OF DILLINGHAM BOULEVARD BETWEEN PUUHALE ROAD AND KALIHI STREET.

Key to Photos



HISTORIC AMERICAN BUILDINGS SURVEY

DILLINGHAM BOULEVARD RESIDENCES

HABS No. HI-558

Location: Two blocks of Dillingham Boulevard containing historic residences, between Puuhale Road and Kalihi Street, in the city of Honolulu, Hawaii.

The coordinates for the two blocks encompassing these residences, representing the center of the Dillingham Boulevard and Mokauea Street intersection, are latitude 21.328294 and longitude -157.881145; these coordinates were obtained in July 2013 through Google Earth using NAD 1983. There is no restriction on the release of the locational data to the public.

Present Owners: Various private individuals and companies

Present Occupants: Predominantly renters and/or lessees

Present Use: Residential use (between commercial and institutional uses)

Significance: The early twentieth-century Dillingham Boulevard residences are significant as part of the development history of the Kalihi neighborhood, starting with the Kapiolani Tract, one of Honolulu's earliest subdivisions after Hawaii became a Territory. Together, the dwellings exhibit variations of Honolulu's urban housing designs which are typical of the first half of the twentieth century. They embody the distinctive characteristics of the period's modest city dwellings that are largely of wood construction and were influenced by plantation-style housing. The 1913–45 residential buildings extant on Dillingham Boulevard retain sufficient integrity of location, design, setting, workmanship, feeling and association to convey the early history of this street. The modern and non-residential buildings on surrounding lots exhibit the changes that have accompanied its transformation from a minor two-block-long neighborhood road to a main city boulevard.

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Project Information: This report is part of the documentation for properties identified as adversely affected by the Honolulu Rail Transit Project (H RTP) in the City and County of Honolulu. This documentation was required under Stipulation V.C. (1, 2) of the Honolulu High-Capacity Transit Corridor Project (HHCTCP) Programmatic Agreement (PA), which was signed by the U.S. Department of Transportation's Federal Transit Administration, the Hawaii State Historic Preservation Officer, the United States Navy, and the Advisory Council on Historic Preservation. After consultation with the City and County of Honolulu, the National Park Service's Pacific West Regional Office, in a letter dated June 29, 2011, stipulated the details of

the required documentation efforts, including HABS recordation (individual and overview reports) for resources affected by the HRTP. Archival photographs were taken by Charles Greenleaf, Silverhouse Photography, Athens, Georgia. The field work and research was conducted in May 2012 through November 2013. The initial report was prepared in December 2012. The draft was submitted in November 2013 and the report was finalized in April 2014.

PART I. HISTORICAL INFORMATION

A. HISTORICAL CONTEXT

1. Pre-urban period (before 1899)

The original names for this part of Dillingham Boulevard were Queen Street and West Queen Street. These two blocks, with addresses currently numbered 1701 through 2044 Dillingham Boulevard, are located within the Kalihi *ahupuaa* (common Hawaiian word for a traditional land division that extends from the mountains to the sea). Kalihi Stream runs generally down the center of the *ahupuaa*. The ridge on the eastern side of Fort Shafter Military Reservation and the ridge on the western side of Kapalama Stream define the two long sides of Kalihi *ahupuaa*. In the flatter, *makai* (common Hawaiian term meaning: toward the sea) part of the *ahupuaa*, the original boundary markers (heaps of stones called *ahu*) were removed at indeterminate dates. The *ahupuaa* measures approximately seven miles long and averages a little over a mile wide.

Kalihi means the "‘outside edge,’ or boundary valley."¹ Kalihi is a place name also used on other Hawaiian islands. Prince Lot, who became Kamehameha V, is credited with naming this Oahu land section "Kalihi" in 1856.²

Prior to Western contact (pre-1778) a fairly dense population lived in the lower part of Kalihi, as evidenced by "extensive terraces cover[ing] all the flatland in lower Kalihi Valley for approximately 1.25 miles on both sides of the stream."³ There has not been extensive archaeological survey work done in lower Kalihi, so the exact boundaries of former taro *loi* (common Hawaiian term meaning: irrigated terrace) are unknown.

There are many traditional legends associated with Kalihi *ahupuaa*, as compiled by Elspeth Sterling and Catherine Summers.⁴ Most of these are connected with the upland or *mauka* (common Hawaiian term meaning: toward the mountains) areas of Kalihi. None is specifically known to relate to the flat area at the mouth of the valley where these blocks of Dillingham Boulevard are located.

An early visitor's account notes the depopulation that had occurred in Kalihi, as in other Hawaii locations, by the mid-1830s. F. D. Bennett, who stopped in Hawaii between 1834 and 1835 while on a whaling voyage, wrote:

Human dwellings and cultivated lands are here very few, or scattered thinly over a great extent of, probably, the finest soil in the world. The commencement of

¹ Curtis J. Lyons, "Meaning of Some Hawaiian Place Names," *Hawaiian Annual*, 1901. p. 181.

² Mary Kawena Pukui et al., *Place Names of Hawaii* (Honolulu: University of Hawaii Press) 1976. p. 77.

³ Elspeth Sterling and Catherine Summers, *Sites of Oahu* (Honolulu: Bishop Museum Press) 1978. p. 322.

⁴ *Ibid.*, pp. 324–6.

the valley is a broad pasture-plain, the tall grass waving on every side, and intersected by a foot-path.⁵

In Hawaii during the mid-1830s the low number of inhabitants and lack of cultivation was the result of a population collapse caused by western-introduced diseases as well as changes to traditional cultural practices, including war with firearms. The Hawaiian population declined most precipitously during the first five decades after contact, but it continued to drop for another fifty years or so.⁶

In addition to the terraces, where taro was grown, Kalihi originally had many fish ponds. "Kalihi was a rich area famed for its fish and taro."⁷ The fish ponds near the mouth of Kalihi Stream are another indication that this area had a dense population in the pre-contact period. The ponds survived into the twentieth century, as they were drawn on maps produced through the early 1940s. They were named on several maps and included Weli Fish Pond, located just north of the Kalihi Stream delta, as well as Apili, Pahou (sometimes called Pahounui), Pahouiki, Auiki, and Ananoha Fish Ponds, all built south of Kalihi Stream's mouth.

The Hawaiians had no concept of private land ownership, but westerners insisted on having land titles, which eventually led to the *Great Mahele* of the mid 1800s (ca. 1848–55).⁸ *Mahele* is a Hawaiian term for division, and the *Great Mahele* was a land reform that transformed the Hawaiian Islands from a feudal land system, with all land subject to the King's control, to one where land was privately held under individual ownership. There were several processes involved in the division of the land.⁹ It started with the king and the chiefs, but also included land awards to the common folk. The decisions in this period about the rights of non-Hawaiians and non-citizens to own land had enormous effects on overall economic and social life in Hawaii.

In the initial land division, the Land Court Award (LCA) No. 6450 included many hundreds of acres of land in the Mokauea portion of the *ahupuaa* of Kalihi, which was awarded to Kaunuohua, a personal attendant of King Kamehameha III. When she died in 1849, her second husband, William Luther Moehonua, who was much younger than Kaunuohua, inherited her lands and obtained the patents (gained clear titles).¹⁰

Precise data on the ownership changes and land use in this portion of Kalihi during the late nineteenth century was not located. After the 1875 Reciprocity Treaty, which allowed sugar from the Hawaiian Islands to enter the United States duty free, sugar plantations were established on almost all land suitable for this crop, including some of the relatively level non-wetlands of Kalihi. Due to declines in the Hawaiian population, and to their reluctance to exchange a subsistence agriculture life-style for labor on sugar plantations, the sugar planters in Hawaii imported workers from abroad. The waves of imported labor started with Chinese (1852), followed by Portuguese (1878), Japanese (1868, 1885), Puerto Ricans (1898), Italians (1898), and Okinawans (1898), African Americans from Tennessee and

⁵ Ibid., p. 322.

⁶ Department of Geography, University of Hawaii, *Atlas of Hawaii* (Honolulu: University of Hawaii Press) 1983. p. 107.

⁷ "Kalihi's Rich in Traditions of Old Hawaii," *Honolulu Star Bulletin*, April 7, 1952. p. 11.

⁸ Jon J. Chinen, *The Great Mahele: Hawaii's Land Division of 1848* (Honolulu: University of Hawaii Press) 1958.

⁹ Pauline King Joerger, *The Great Mahele* (Typescript at Hawaii State Public Library) [1974].

¹⁰ Dorothy B. Barrere, *The King's Mahele: The Awardees and Their Lands*, "Kaunohua (w), LCA 6450." (Typescript at Hawaii State Archives) 1984. pp. 286-290.

Alabama (1900), and Filipinos (1906).¹¹ Many of these workers left the plantations for other pursuits (especially in or near Honolulu) as soon as they fulfilled their labor contracts.

In the nineteenth century, there was only one through road leading into and out of the northwest edge of Honolulu.¹² This monarchy-period Government Road connected with King Street in town. Road development, influenced by new settlers' experience with engineering and commerce, was part of the succession of changes that transformed Hawaii in that century. In the pre-contact period "residents of an *ahupua'a* built trails running *mauka-makai* as soon as they settled into an area to facilitate food gathering and goods exchange."¹³ Footpaths across *ahupuaa* were also important to Hawaiians, but the earliest such trails generally ran closer to the coast than post-contact roads.

In early 1893 Queen Liliuokalani, who had succeeded King Kalakaua as monarch, was overthrown and a Provisional Government established. U.S. President Benjamin Harris (a Republican) sponsored a treaty for annexation almost immediately, but he was soon replaced by President Grover Cleveland (a Democrat) who withdrew the treaty. The Republic of Hawaii was established in 1894, with Sanford B. Dole as President. In 1897, with U.S. President William McKinley (a Republican) in office, an annexation treaty was submitted to the U.S. Senate, but it failed to gain the necessary two-thirds majority, due to effective lobbying by anti-annexationist Hawaiians, including Queen Liliuokalani.¹⁴ The Spanish-American War started in February 1898, which highlighted the strategic value of the Hawaiian Islands as a mid-Pacific fueling location and potential naval base. The islands were annexed by a joint resolution, called the "Newlands Resolution" passed by a simple majority in both the U.S. House and U.S. Senate in July 1898. The U.S. that year also acquired other island possessions, including Cuba, Puerto Rico, Guam, and the Philippines, with the signing of the Treaty of Paris, which concluded the Spanish-American War. The U.S. Congress officially established the Territory of Hawaii on April 30, 1900.

Despite these political disruptions, the earlier epidemics, and other turmoil following Western contact, some Hawaiian families in this area continued to grow taro and live near Kalihi Stream. Henry Duvauchelle, who lived on Puaala Street, off upper Gulick Avenue, remembered the "taro patches began a few houses away from Kalihi Street and came right up ... [to] the end of Puaala [Street] and all the way up to Kalihi-Uka, quite a ways, and down to the area where School Street is today."¹⁵ Various immigrant groups also became residents of Kalihi. A 1952 article stated: "Around the turn of the century the area became largely a settlement of small farms owned by Portuguese who raised bananas for shipment to San Francisco."¹⁶ Bananas require lots of water, so these farms were either irrigated ones, in the *makai* portion of Kalihi, or located in the *mauka* part of Kalihi, which had more rainfall. Other ethnic groups, including Chinese and Japanese, were leaving the sugar plantations by the late nineteenth century and moving to locations such as Kalihi, which were in closer proximity to towns. Kalihi Waena School, serving this mixed population, was

¹¹ Stanley Solamillo, E-mail from Honolulu Authority for Rapid Transportation (HART) Architectural Historian, to Polly Tice, MAI Research Division Director. July 24, 2013. (Note: The dates in parentheses are the first years of immigration. In the case of Japanese workers, one ship arrived in 1868 but immigration did not resume until 1885, after new agreements were reached between the governments of Japan and Hawaii.)

¹² W. D. Alexander et al., *Oahu, Hawaiian Islands* (Honolulu: Hawaiian Government Survey) 1881. (In David Rumsey Historical Map Collection, at website <http://www.davidrumsey.com>, accessed November 7, 2012.)

¹³ Linda Wedel Greene, *A Cultural History of Three Traditional Hawaiian Sites on the West Coast of Hawai'i Island* (Denver: National Park Service) 1993. (Chap. VIII, sec. G.4) no pag.

¹⁴ Wynell and Charles E. Schamel, "The 1897 Petition Against the Annexation of Hawaii," *Social Education* 63 (7), November/December 1999. pp. 402-408.

¹⁵ Kalihi Waena Elementary School, *Centennial Celebration 1888-1988* (Honolulu: author) [1988]. p. 9.

¹⁶ "Kalihi's Rich in Traditions of Old Hawaii," *Honolulu Star Bulletin*, April 7, 1952. p. 11.

established in 1888.¹⁷ The Kamehameha Schools, limited to children of Hawaiian ancestry, were established in Kalihi in 1887. These schools were funded by the Bernice Pauahi Bishop Estate, using income from lands inherited by this last descendent of the Kamehameha line. Originally located on both sides of the Government Road (now North King Street), between Kalihi Street and Houghtailing Road, the girls' school was *makai* of the road, and the boys' school was *mauka* of it.¹⁸ Both campuses moved to their present Kapalama Heights location in the 1930s.

2. Early History of Kapiolani Tract (1899–1919) and Associated Biographies

The houses along Dillingham Boulevard were built on lots that were part of an early subdivision called the Kapiolani Tract. This tract is associated with the estate left by Esther Julia Kapiolani, Queen Consort of King David Kalakaua. Queen Kapiolani survived her husband and died on June 24, 1899; the Kapiolani Estate, Ltd. was incorporated in August 1899 to hold and manage the crown lands of her estate. Its two main stockholders were David Kawananakoa and Jonah K. Kalanianaʻole, with each owning 500 shares valued at \$100/share. Three other original stockholders, John F. Colburn, William A. Kinney, and Morris K. Keohokalole, owned one share each.¹⁹ In 1903, the officers of Kapiolani Estate, who were not necessarily stockholders, were listed as: "D Kawananakoa pres, J K Kalanianaʻola [sic] vice pres, J F Colburn treas, J P Makainai sec."²⁰

The Kapiolani Tract was apportioned from the land holdings of the Kapiolani Estate, Ltd. It was surveyed and staked out in 1901 by Hawaiian surveyor S. M. Kakanui, who by 1902 was the first assistant territorial surveyor. The plat plan of the tract was prepared in June 1903 by Chris. J. Willis, who was elected Oahu County Surveyor in November 1903.²¹ The tract plan was filed on June 16, 1903 by a Chinese-Hawaiian attorney named William C. Achi.

Kapiolani Tract-associated Biographies²²

Most, if not all, of the people associated with the Kapiolani Tract and the Kapiolani Estate, Ltd. were of Hawaiian ancestry, and were typically descended from *alii* (Hawaiian term for chiefs or nobles). This was notable in the context of this period at the turn of the twentieth century, which followed the overthrow of the monarchy and was part of Hawaii's transition from an independent kingdom to a territory of the United States.

Prince David Kawananakoa (1868–1908), President, Kapiolani Estate, Ltd.

David Laamea Kahalepouli Kinoiki Kawananakoa Piikoi was born on February 19, 1868, the first-born son of High Chief David Kahalepouli Piikoi and Princess Kinoiki Kekaulike. He attended Punahou College, then St. Matthew's Hall in California, and subsequently Royal

¹⁷ Kalihi Waena Elementary School, *Centennial Celebration 1888–1988* (Honolulu: author) [1988].

¹⁸ Don J. Hibbard, *Buildings of Hawaii* (Charlottesville: University of Virginia Press) 2011. p. 81.

¹⁹ "In the matter of the Incorporation of the Kapiolani Estate, Limited, Articles of Incorporation" Folder 308 (on Hawaii State Archives microfilm 81, Dept. of Comm. & Cons. Affairs, HI Corp. [Dissolved], Cases 1893–1986, Case 292) August 7, 1889.

²⁰ F. M. Husted, *Husted's Directory of Honolulu and Territory of Hawaii* (Honolulu: Hawaiian Gazette Co., Ltd.) 1903. p. 230.

²¹ "New County Officials," *Hawaiian Star*, November 4, 1903. p. 1.

²² Biographies associated with the Kapiolani Tract were researched and written by Stanley Solamillo HART Architectural Historian, in e-mails dated July 24 and 31, 2013 to Ann Yoklavich, MAI Architectural Historian, who did minor editing.

Agricultural College in England.²³ He was made a prince by royal proclamation in 1883, and with his two brothers became the *hanai* (Hawaiian term for adopted) sons of Queen Kapiolani, consort of King Kalakaua. The royal couple died childless and the prince inherited the lands of Kapiolani's estate following her death. He filed incorporation documents for the Kapiolani Estate, Ltd. on August 7, 1899 and transferred the land holdings to the company. The company had a fixed limit for capitalization which was set at \$1,000,000.²⁴ Kawananaoia broke with royal tradition when he married Abigail Campbell in a Roman Catholic ceremony in San Francisco, conducted by Archbishop Patrick Riordan in 1902. Prince Kawananaoia died six years later on June 2, 1908 at the age of 40.²⁵

Prince Jonah Kuhio Kalanianaʻole (1871–1922), Vice President, Kapiolani Estate, Ltd.

Jonah Kuhio Kalanianaʻole was born on March 26, 1871, the third son of High Chief David Kahalepouli Piikoi and Princess Kinoiki Kekaulike. He was created a prince by royal proclamation, attended the Royal School and Punahou College, then St. Matthew's College in California and the Royal Agricultural College in the England. Prince Kuhio worked for the Department of the Interior until the 1893 overthrow. He was a participant in the Wilcox Rebellion on 1895 and was captured, tried, and imprisoned. He was released after one year, married Princess Elizabeth Kahanu Kaaui and the couple left Hawaii on a world tour. He fought briefly in Boer War on the side of the British. He returned to Honolulu in 1901. Kalanianaʻole was a member in 1901–02 of the Home Rule Party (*Na Home Rula*), which advocated statehood as a means of securing native Hawaiian rights. In the latter year, he joined the Republican Party as a candidate and was elected as a delegate to the U.S. Congress. He held the position for ten consecutive terms through his death on January 7, 1922, at age 50. He is remembered for the reorganization of the Royal Order of Kamehameha in 1903, the founding of the first Hawaiian Civic Club in 1918, and passage of the Hawaiian Homes Commission Act in 1921 which set aside 200,000 acres for the settlement of native Hawaiians.²⁶

Morris Kahai Keohokalole (1865–1932), Various offices, Kapiolani Estate, Ltd.

Morris Kahai Keohokalole was born on the island of Hawaii in 1865, the son of Keohokalole and Kapukini.²⁷ Little is known about his education or where he had received military training but in 1888, Keohokalole received a commission as 2nd Lieutenant in the "Queen's Own."²⁸ This was one of the volunteer companies in the kingdom's military forces, formed

²³ George F. Nellist (ed.), *The Story of Hawaii and Its Builders* (Honolulu: Honolulu Star Bulletin) 1925. (Entry for Prince David Kawananaoia on website <http://files.usgwarchives.net/hi/statewide/bios/kawanana41bs.txt>, accessed Oct. 25, 2013).

²⁴ Hawaii Governor, *Report of the Governor of the Territory of Hawaii to the Secretary of the Interior* (Washington, D.C: Government Printing Office) 1901. p. 59.

²⁵ Stanley Solamillo, E-mail communication from HART Architectural Historian to Ann Yoklavich, MAI Architectural Historian. July 31, 2013. George F. Nellist (ed.), *The Story of Hawaii and Its Builders* (Honolulu: Honolulu Star Bulletin) 1925. (Entry for Prince David Kawananaoia on website <http://files.usgwarchives.net/hi/statewide/bios/kawanana41bs.txt>, accessed Oct. 25, 2013).

²⁶ Stanley Solamillo, E-mail communication from HART Architectural Historian to Ann Yoklavich, MAI Architectural Historian. July 31, 2013.

²⁷ Edith Kawelohea McKinzie, *Hawaiian Genealogies: Extracted from Hawaiian Language Newspapers*, Vol. 1 (Honolulu: University of Hawaii Press) 1983. pp. 43–4.

²⁸ Bob Krauss, Research Index, an index of English-language newspapers from Hawaii, 1840–1944, Krauss Card Nos. 900798 and 1101340, under headings "Keohokalole, Morris K." and "Military" for article in *Pacific Commercial Advertiser*, July 6, 1888. p. 3 (2). (Index cards now in database created and maintained by Hawaiian & Pacific Collections, University of Hawaii at Manoa Library, at <http://manoa.hawaii.edu/hawaiiancollection/krauss/>).

during the reign of King Kalakaua.²⁹ Keohokalole worked as a clerk for the Interior Department from 1886–95.³⁰ His career as a government official was cut short in the latter year, however, when he was dismissed along with a number of Hawaiians who failed to demonstrate sufficient loyalty to the new government that overthrew the monarchy.³¹ Subsequently, he opened an office in downtown Honolulu and advertised his services as being, “United States Custom House Brokers, Accountants, Searchers of Titles and General Business Agents.”³² At the formation of Kapiolani Estate, Ltd., he was listed in the incorporation papers as Secretary. He subsequently held other positions in the company until 1903.³³ In that year Keohokalole went to Washington, D.C. to serve as the secretary for Congressional Delegate Kuhio Kalanianaʻole, but was dismissed purportedly because of insobriety. He was for a time homeless in the nation's capital and was arrested for vagrancy, which served as fodder for the Honolulu English-language press.³⁴

Jesse Peleholani (J. P.) Makainai (1855–1932), Various offices, Kapiolani Estate, Ltd.

J. P. Makainai was born in 1855 and educated at unidentified schools. Little is known about his early years except that he was a writer and presumably worked on a number of publications before becoming the editor of the Hawaiian-language newspaper, *Ka Lahui Hawaii* from 1898–1904.³⁵ He joined the Home Rule Party in 1900 but opted to run as a Democrat and was elected to the House of Representatives, from the Fifth District (West Oahu). He served for one term only (1900-01). Makainai was hired about 1903 initially as the secretary for Kapiolani Estate, Ltd, then assigned the position of treasurer and manager of the company, succeeding J. F. Colburn. He remained in that capacity until tendering his resignation in 1917.³⁶ He appears to have left politics altogether after 1920 and was employed at a variety of jobs including working as a rodman for a surveying company. He died on June 13, 1932.³⁷

Samuel Maikaaloa (S. M.) Kakanui (1864–1921), Surveyor

S. M. Kakanui was born in North Kohala, Island of Hawaii, in 1864. He graduated from Lahainaluna in 1889 at the top of his class. Kakanui was the only Hawaiian with a high position in the Hawaiian Government Surveys.³⁸ He continued to work as a field surveyor under the Republic of Hawaii government, was named 1st Assistant Surveyor for the

²⁹ David W Forbes, *Hawaiian National Bibliography, 1881–1900* (Honolulu: University of Hawaii Press) 2003. p. 276.

³⁰ Thos. G. Thrum, *Hawaiian Almanac and Annual [for various years]* (Honolulu: Press Publishing Company) 1887. p. 93; 1888. p. 93; 1889. p. 104; 1893. p. 154; 1894. p. 154; and 1895. p. 157.

³¹ "In the Two Councils [sic]," *Hawaiian Star*, April 12, 1895. p. 1.

³² "Morris K. Keohokalole" (advertisement), *The Independent*, October 9, 1900. p. 1.

³³ F. M. Husted, *Husted's Directory of Honolulu and Territory of Hawaii* (Honolulu: Hawaiian Gazette Co., Ltd.) 1900. p. 272; 1902. p. 241 & 268; and 1903. p. 241.

³⁴ Bob Krauss, Research Index, an index of English-language newspapers from Hawaii, 1840–1944, Krauss Card No. 1401348, under heading "Politics" for article in *Hawaiian Star*, Oct. 19, 1904. p. 5 (3); also Krauss Card Nos. 900800 and 601514, under headings "Keohokalole, Morris K." and "Hawaiians" for article in *Pacific Commercial Advertiser*, July 27, 1904. p. 4 (1). (Index cards now in database created and maintained by Hawaiian & Pacific Collections, University of Hawaii at Manoa Library, at <http://manoa.hawaii.edu/hawaiiancollection/krauss/>).

³⁵ Thos. G. Thrum, *Hawaiian Almanac and Annual for 1900, and for 1901* (Honolulu: Hawaiian Gazette Company) 1900. p. 206; 1901. p. 206).

³⁶ "November Events," *The Friend*, January 1917. p. 18.

³⁷ Stanley Solamillo, E-mail communication from HART Architectural Historian to Ann Yoklavich, MAI Architectural Historian. July 31, 2013.

³⁸ Riley M. Moffat and Gary L. Fitzpatrick, *Mapping the Lands and Waters of Hawaii: the Hawaiian Government Survey* (Honolulu: Editions Limited) 2004. pp. 67 & 28.

Territory in 1903, and was later promoted to Chief Assistant Surveyor under Walter E. Wall by 1905.³⁹ He was also appointed as a member of the Advisory Land Law Commission in 1908.⁴⁰ His involvement in Hawaiian affairs included serving on the Commission for Public Instruction in 1907 and the board of the Hawaiian Evangelical Association.⁴¹ Kakanui, with the assistance of George F. Wright, worked with F. S. Dodge and C. J. Willis in surveying Molokai, and a map of the island was issued in 1897. He laid out roads and homestead lots at Kaupo and Wailua in 1898, produced road surveys of Kona in 1900, surveyed homestead lots at Paauilo on the Hamakua Coast in 1903, homestead lots in Kohala and Kona and forest reserve lands at Honualua in 1905, along with homesteads and forest reserve lands in Kula in 1912, and numerous other areas on the islands of Hawaii, Maui, and Molokai.⁴² He was a skilled mathematician and draftsman and his maps were used in a variety of documents which were issued by the territory as well as in reports which were sent to the U.S. Congress. He also represented the territorial government in court cases involving land and boundary disputes.⁴³ Kakanui died on January 10, 1921.⁴⁴

William Charles (W. C.) Achi (1858–1928)

W. C. Achi was a Honolulu attorney, legislator, and real estate broker. He was born at Kohala, Hawaii in 1858, the son of Lum and Kinilau (Lualoa) Achi, and the great great-grandson of Puou, one of the warriors of King Kamehameha I. Achi was also of Chinese ancestry. Achi was educated at Reverend E. Bond's Boarding School in Kohala and Lahainaluna on Maui, graduating from the latter in 1879. He also enrolled at Oahu College until 1882.⁴⁵ He then studied law in the offices of William R. Castle and was admitted to the bar in 1887. He practiced law in Honolulu, and was elected Representative to the Legislature of the Republic of Hawaii in 1897, then elected Councilor of State and a member of the House of Representatives in 1898. Following the annexation of Hawaii to the United States in 1900, Achi was elected Senator to the new Territorial Legislature, representing the Third District, and served from that year through 1905. He was later a delegate to the Municipal Charter Convention in 1916 and argued for the adoption of a city charter for Honolulu. Achi was a member of Puuhonua Association, Honolulu Ad Club, and the Honolulu Chamber of Commerce.⁴⁶ Achi formed two companies – W. C. Achi & Company and Hawaii Land Company (HLCo.), Ltd. HLCo., Ltd. was incorporated on April 3, 1890. It had a limited capitalization at \$200,000 and paid-up capital consisting of 10,000 shares at a

³⁹ "Official Directory," *Paradise of the Pacific*, Vol. 18, No. 11, October 1905. p. 27.

⁴⁰ F. M. Husted, *Husted's Directory of Honolulu and Territory of Hawaii* (Honolulu: Hawaiian Gazette Co., Ltd.) 1903. p. 232.

⁴¹ Hawaii, Superintendent of Public Instruction, *Report to the Governor of the Territory of Hawaii for the Biennium Ending December 31, 1920* (Honolulu: New Freedom Press) 1921. p. 292; and *Hawaiian Evangelical Association Annual Report for 1914* (Honolulu: Honolulu Star Bulletin, Ltd.) 1914. p. 32

⁴² Hawaii, Department of the Interior, *Report of the Minister of the Interior* (Honolulu: author) 1895. pp. 22-23, and 1898. p. 23/ Hawaii, Department of Survey, *Report of the Surveyor to the Governor of the Territory of Hawaii for the Year Ending June 30, 1900, and June 30, 1905* (Honolulu: various publishers.) 1901. p. 2; and 1905. p. 5/ "History [of the Kula Forest Reserve]," *Hawaiian Forester and Agriculturalist*, Vol. 9 (Honolulu: Hawaiian Gazette Co, Ltd.) 1912. p. 275–6.

⁴³ Stanley Solamillo, E-mail communication from HART Architectural Historian to Ann Yoklavich, MAI Architectural Historian. July 31, 2013.

⁴⁴ "Sam Kakanui Passes Away at Waikiki Residence: In Government Land and Survey for Thirty Years, Was Authority on Titles," *Pacific Commercial Advertiser*, Jan. 11, 1921. Sec. 2, p. 1(6)..

⁴⁵ Bob Krauss, Research Index, an index of English-language newspapers from Hawaii, 1840–1944, Krauss Card No. 100104, under heading "Achi, William C." for article in *Pacific Commercial Advertiser*, Jan. 1, 1902. p. 40(3).

⁴⁶ John William Siddall, *Men of Hawaii*, Vol. 1 (Honolulu: Honolulu Star-Bulletin, Ltd.) 1917. p. 13.

par value of \$10, for a total of \$100,000 in 1901.⁴⁷ One of his first successful developments in the late 1890s was 140 acres in Kapahulu near Kapiolani Park.⁴⁸ Achi was fluent in Cantonese, Hawaiian, and English and his clients included Hawaiian, Chinese-Hawaiian, and/or Chinese nationals.

Early Financial History of Kapiolani Tract⁴⁹

W. C. Achi had been hired by Kapiolani Estate, Ltd. to sub-divide and sell lots in the tract. He acquired the entire tract for \$300,000 on a ten-year mortgage with an interest rate of four percent on February 5, 1901.⁵⁰ Achi was creative in his efforts to sell Kapiolani Tract lots, including offering a group of them at half price to baseball enthusiasts. He even offered to "alter the road plans of the tract in order to have a park of suitable scope and shape for baseball."⁵¹ Achi suggested that the railroad or streetcar companies contribute to the fun, since they would gain ridership.

The sale of lots in the Kapiolani Tract appears to have been hampered by an economic downturn which occurred in Hawaii after annexation. The slump resulted from several factors: a highly speculative real estate market that developed prior to annexation and continued for a short time afterward, which escalated property values; a number of failures by small sugar companies which had been formed in advance of annexation and had been heavily capitalized; and, the residual effects of the Honolulu Chinatown fire of 1900. Combined with the fact that Kawananaoia and Kalanianaʻole were also members of the Hawaiian anti-annexationist Home Rule Party at the turn of the twentieth century, these factors appear to have prevented the Kapiolani Estate, Ltd. from acquiring capital from local lenders.

In 1902 Kawananaoia and Kalanianaʻole, along with their wives, Abigail and Elizabeth, sought a loan of \$300,000, for the construction of a new office building in Honolulu named the "Kapiolani Block" as well as for other expenditures. Because of the factors noted above they were forced to secure a lender from the U.S. mainland. The Germania (or German) Savings & Loan Society (GS&LS) of San Francisco agreed to make the loan on the condition that Kapiolani Estate, Ltd. use as collateral the Kapiolani Tract, whose lots Achi was attempting to sell, as well as additional estate lands which included some 100 properties scattered across the archipelago.

The GS&LS, sometimes referred to by the Honolulu press as "German Savings & Loan Company," had been established in San Francisco in 1868. It had been organized by leading German citizens in the city, most notably C. F. Mebius and G. Wertzlar.⁵² Once funds were secured, news of the loan received mention in the *Evening Bulletin* when it

⁴⁷ Hawaii Governor, *Report of the Governor of the Territory of Hawaii to the Secretary of the Interior* (Washington, D.C: Government Printing Office) 1901. p. 58.

⁴⁸ Bob Krauss, Research Index, an index of English-language newspapers from Hawaii, 1840–1944, Krauss Card No. 100099, under heading "Achi, William C." for article in *Pacific Commercial Advertiser*, Feb. 15, 1899. p. 3(3).

⁴⁹ This subsection written by Stanley Solamillo, provided in Comments on Dillingham Boulevard Residences Draft HABS Narrative Report by HART Architectural Historian. May 31, 2013.

⁵⁰ Property record titled "Kapiolani Est., Ltd. to German Sav. & Loan Society," in State of Hawaii, Bureau of Conveyances, Liber 237, p. 132.

⁵¹ "Achi Offers Park for Baseballists [sic], Near the Railroad or Street Car Line on Kapiolani Tract," *Evening Bulletin*, February 11, 1901. p. 4.

⁵² Richard Germain, *Dollars Through the Doors: A Pre-1930 History of Bank Marketing in America* (Westport, CT: Greenwood Press) 1996: pp. 99 & 102.

announced that: "The Kapiolani Estate, Ltd. ha[d] succeeded in borrowing the \$300,000 [that] it has been after for some time past."⁵³

Construction of the Kapiolani Block, at the corner of King and Alakea Streets, was initiated by the contracting firm of Lucas Brothers in June 1902 for the low bid of \$55,100; the building was completed and dedicated on March 5, 1903. It was noted in the *Hawaiian Almanac and Annual for 1902* that the project was one of the few under construction in that year "aside from the ... rebuilding of the burned section of Chinatown."⁵⁴

However, the continuing problems in the Hawaii financial market appear to have impaired Achi's sale of house lots in the Kapiolani Tract and placed him in default. A ten-day lapse in interest payments in August 1903 caused GS&LS to assume "a large part of the management of the Kapiolani Estate."⁵⁵ Land sales continued to remain depressed and the Kapiolani Tract was ultimately sold at auction for \$48,825 on September 11, 1905. This action was initiated by attorney Abraham Lewis of Smith & Lewis, on behalf of GS&LS. News of the sale was reported in advance by the Hawaiian language newspaper *Ka Nupepa Kuokoa*,⁵⁶ and afterward by the *Hawaiian Star*.⁵⁷

Some of the one hundred private property owners who had purchased lots in the early years of the tract's development, among others, filed suit and there were a number of cases connected with Kapiolani Estate, Ltd. and the Kapiolani Tract. A few were ultimately decided by the Hawaii Supreme Court.

Physical History of Kapiolani Tract's Early Decades

W. C. Achi and S. M. Kakanui divided the land into 1,200 lots, in fifty blocks with eight to thirty lots per block. The blocks and lots were numbered by Achi and Kakanui, but their original numbering system has been superseded by Tax Map Key (TMK) numbers. On a 1903 copy of the original 1901 Kapiolani Tract map (see "Field Records" submitted with this report) unresolved boundary issues at the *makai* end of the tract are suggested by the dashed line on one side of the last two blocks of Mokauea Street and by an unlabelled diagonal line running through ten lots in that *makai* area.⁵⁸ The boundaries of the 1903 subdivision are shown on a map in this report, but the Kapiolani Tract can be described as extending from Auiki Street to North King Street. (While early twentieth-century maps do not label the portion of King Street that is northwest of Nuuanu Street as North King Street, "North" has been part of its name since 1927 or earlier.) The blocks in the Kapiolani Tract were arranged in a grid pattern. The street grid permitted regularly sized lots, each of which had street frontage; but there were slight variations in parcel shapes and sizes. Some of the lot deviations were due to the two railroad tracks that predated the subdivision. The Oahu Railway & Land Company (OR&L Co.) track that is closest to the road segment now called North King Street separated 50 lots at the *mauka* end of the subdivision from the rest, while the other OR&L Co. line angled through the middle of the Kapiolani Tract. Queen Street (which became part of Dillingham Boulevard) ran generally parallel to and was sited approximately halfway between the two OR&L Co. tracks.

⁵³ "Borrowed \$300,000," *Evening Bulletin*, May 30, 1902. p. 1.

⁵⁴ Thos. G. Thrum, *Hawaiian Almanac and Annual for 1902* (Honolulu: Hawaiian Gazette Company) 1903. p. 161.

⁵⁵ "The Bank Takes Hold," *Hawaiian Star*, August 25, 1903. p. 1.

⁵⁶ "Hoolaha Hooko Moraki," *Ka Nupepa Kuokoa*, September 8, 1905. p. 3.

⁵⁷ "Kapiolani Tract Sold at Auction," *Hawaiian Star*, September 11, 1905. p.7.

⁵⁸ C. J. Willis, Plan of the "Kapiolani Tract." Reduced from S. M. Kakanui's Original Map, Scale 500 feet = 1 inch, 1903. In State of Hawaii, Bureau of Conveyances, Book 245, p. 409.

A 1912 Honolulu map showed several industrial and institutional buildings and complexes near the Kapiolani Tract: Pacific Fertilizer Works, a slaughterhouse, a poi factory, Kalihi Hospital (for patients with leprosy, now called Hansen's disease), Government Stables, Kalihi Pump House, and Kamehameha Schools. Fort Shafter was not far to the northwest. In the other direction, closer to downtown Honolulu, the map showed the following industries and institutions in Iwilei: another fertilizer compound, gas works, oil tanks, and Oahu Jail. The Insane Asylum was located *mauka* of School Street. Many of these functions were typical of those sited in working class neighborhoods. In addition to the above-listed industries and institutions, four other nearby employers were pineapple companies — the Hawaiian Pineapple Company cannery built in 1907 (later called Dole Cannery), the Libby, McNeill, & Libby Company cannery erected in 1914, the Thomas Pineapple Company, Ltd. cannery built ca. 1913, and the Pinectar Co., Ltd. factory, also dated ca. 1913, which manufactured a pineapple syrup.⁵⁹

Kapiolani Tract was the earliest large subdivision on the west side of Honolulu. Not quite as large, but still substantial, was the abutting subdivision called the Bishop Estate Tract. The 1912 Honolulu map showed some other residential streets on this side of town, mostly *mauka* of the road segment now called North King Street. Their irregular road layouts, and the lack of "Tract" labels, indicate that those residential clusters had evolved gradually as moderate-sized land parcels were subdivided. In the late-nineteenth and early-twentieth centuries there was only one road leading west from Honolulu. For that reason, two of the widest streets (Kalihi Street and Mokauea Street) in the Kapiolani Tract were oriented *mauka/makai*, to provide access to that main artery (North King Street). Queen Street was the widest street running at right angles to those two. This wide street was originally only two blocks long, since the Kapiolani Tract was narrow compared to its *mauka/makai* length. On the 1912 map this wide road, named North Queen Street, was the only one that the Bishop Estate Tract originally aligned with its subdivision streets.⁶⁰ By 1922 Kaumualii, Colburn and Kalani Streets were also continuous roads within those two tracts.⁶¹ North Queen Street on the 1912 map consisted of two long blocks in the Kapiolani Tract and five shorter ones across the Bishop Estate Tract. The dashed street extension lines towards downtown on this 1912 map, plus its name and the width, indicates there was an expectation that North Queen Street would eventually connect with downtown Honolulu's Queen Street, which started right near the OR&L Co. terminal building.

Kapiolani Tract had to compete with many other subdivisions, both east and west of downtown. Among the tracts offering house sites to buyers in the early decades of the twentieth century, one real estate firm listed the following with available parcels: "Kaiulani, Magoon, Kaimuki, McCully, Kapahulu, Kapiolani Park Addition and Puunui."⁶² Although many of those had fewer lots to offer, they still provided competition. The 1914 fire insurance maps show, within the Kapiolani Tract, 11 houses had been built along the *makai* side and 12 dwellings erected on the *mauka* side of North Queen Street by that date, while the remaining 27 lots in those two blocks were vacant.⁶³ No houses *makai* of North Queen Street were shown on the 1914 map. Only two surviving residences along Dillingham Boulevard date from the first two decades of the Kapiolani Tract – the 1913 Genet House

⁵⁹ Ferdinand J. H. Schnack, *The Aloha Guide: the standard handbook of Honolulu and the Hawaiian Islands* (Honolulu: Honolulu Star-Bulletin) 1915. [At website <http://books.google.com>, accessed Nov. 8, 2012.]

⁶⁰ Chas. V. E. Dove, CE, *Map of Honolulu, Hawaiian Islands* (Chicago: Rand McNally & Co.) 1912.

⁶¹ Frederick Ohrt, City Engineer, *City and County of Honolulu Proposed Street Plan, Kapalama Section, Nuuanu Street to Houghtailing Road* (Approved by City Planning Commission) 1922.

⁶² "Silva and Vivas, Real Estate and Financial Agents" [ad], *Evening Bulletin*, April 2, 1901. p. 4.

⁶³ Sanborn Map Company, *Insurance Maps of Honolulu, Oahu, Territory of Hawaii* (New York: author) 1914.

(1953 Dillingham Boulevard, see HABS No. HI-558-A), and one 1917 residence (1816 Dillingham Boulevard) in the group of ten houses on the opposite side of the street.

In 1914 the Territory built Oahu Prison, then the largest prison in Hawaii, on a site adjacent to the Kapiolani Tract.⁶⁴ The prison (rebuilt and now called Oahu Community Correctional Center) is still located west of the Puuhale Road / North Queen Street intersection (which in 1914 was a T-junction). This prison was an addition to several other industrial and institutional buildings in the neighborhood, but was not necessarily considered a deleterious one. Kalihi was considered, in the early twentieth century, "a residential district for middle- and upper-middle-class Chinese, Hawaiian and Portuguese residents," evolving by the late 1930s into a predominantly working class community, according to one of its most famous residents, former Governor Ben Cayetano.⁶⁵

3. Growth of the Neighborhood (1920–39)

A 1922 map by the City Engineer of Honolulu showed North Queen Street had been renamed West Queen Street, and that an extension was planned to connect it to the road segment now called North King Street.⁶⁶ The earlier plan, to extend North Queen Street so that it connected with Queen Street downtown, had been abandoned. Such an alignment would have required crossing at least two OR&L Co. tracks. The connection of West Queen Street (future Dillingham Boulevard) to North King Street was still close to the start of Queen Street, but on the *mauka* side of the OR&L Co. tracks.

The extension of West Queen Street towards downtown was part of an early twentieth-century planning effort in Honolulu. In the early 1920s the Honolulu City Planning Commission also recommended widening the road segment now known as North King Street and extending School Street. This was intended to give Honolulu "three thoroughfares to take care of traffic between the city and Schofield, in place of the one congested neck of traffic on King Street, where all through traffic is concentrated."⁶⁷ The widening of North King Street happened in a piecemeal fashion, because the City established setback building lines, instead of "demand[ing] the immediate widening of an already built up business district."⁶⁸ When new construction was submitted for a permit, the setback line was enforced. In 1927, the extension of School Street past Kalihi Street opened.⁶⁹ The first part of the extension was built parallel to North King Street, but School Street then curved southwest to its terminus with that main artery. The almost-right-angle turn of School Street skirted the boundaries of Fort Shafter and avoided the need to build another bridge across the stream between Kalihi and Kahauiki *ahupuaa*.

In any *ahupuaa*, a more specific area within it can be designated by adding the term *uka*, *kai*, or *waena* (common Hawaiian words meaning, respectively: inland, oceanside, and central) after the *ahupuaa* name. The exact boundaries between these areas in the Kalihi *ahupuaa* have changed over the years. All of the Kapiolani Tract was considered part of Kalihi Kai originally, with North King Street (the nineteenth-century Government Road to the

⁶⁴ Benjamin J. Cayetano. *Ben, A Memoir, from Street Kid to Governor* (Honolulu: Watermark Publishing) 2009. p 9.

⁶⁵ *Ibid.*, p 8.

⁶⁶ Frederick Ohrt, City Engineer, City and County of Honolulu Proposed Street Plan, Kapalama Section, Nuuanu Street to Houghtailing Road (Approved by City Planning Commission) 1922.

⁶⁷ Grace Bartlett, *City Planning in Honolulu: A Short History of its Inception and Development, 1915–1924* (Prepared by the Secretary of the Honolulu City Planning Commission) 1924. [p. 7].

⁶⁸ *Ibid.*

⁶⁹ Kalihi Waena Elementary School, *Centennial Celebration 1888–1988* (Honolulu: author) [1988]. p. 9.

west of Honolulu) being the boundary between Kalihi Waena and Kalihi Kai. Kalihi Waena School (established in 1888⁷⁰) is on Gulick Avenue, between North School and North King Streets, while Kalihi Kai School (opened in 1925⁷¹) is on Dillingham Boulevard at Kalihi Street. Kalihi Kai is often now considered only the area seaward of Nimitz Highway, because that multi-lane road (completed in 1949⁷²) divides those industrial blocks from the rest of Kalihi.

Only four English-language newspaper articles on Kalihi in the early decades of twentieth century were located, all front-page "feel-good" stories. A series of articles in December 1926 articles are under the byline "Rambler" and included ethnic stereotypes common in the period. The Rambler described the children at Kalihi Waena School as:

Dainty Japanese girls, demure little Chinese maids, dark-eyed Spanish and Portuguese, blond Irish, Scotch and Americans, Hawaiian boys and girls, ... part Hawaiians and now and then a Korean.⁷³

The Rambler described Kalihi as a growing area in another article. The author noted one carpenter named Hasegawa describing Kalihi as prosperous and stating that he was always busy: "Much work, much building, much repairing."⁷⁴ The Rambler also reported the opinion of Mr. Fujishima that the plumbing business was also good "for the reason that building activity in Kalihi—as elsewhere in Honolulu—is quite pronounced."⁷⁵ Since this was the Roaring Twenties and the Prohibition era, the same article quoted a taxicab driver's stories of groups of "young people [who] drink oke [slang term for *okolehao*, the Hawaiian word for liquor] and bootleg whiskey".⁷⁶ Less risky and more traditional pursuits were also recorded in the neighborhood, such as selling fish door-to-door from a wagon with an ice box.⁷⁷ In this residential area there was still some farming, as the reporter also noted a banana grove in the vicinity of the Oahu Prison.⁷⁸

Historic photos and maps also provided a few glimpses of Kalihi's largely unwritten history of the early twentieth century. A historic photo in the National Archives II, dated 1925, showed the Oahu Prison at Puuhale Road and West Queen Street. A 1923 map showed Kapiolani Tract still had only one connection to the Chinatown and downtown area, via King Street.⁷⁹ (This portion of the road, on the northwest side of downtown, was soon to be designated North King Street.) Public transport then was the "A" bus route, which circled through this tract and the adjacent Bishop Estate Tract, using Mokauea Street, Kalani Street, Waiakamilo Road, and West Queen Street.⁸⁰ Sometime between 1923 and 1927 the northwest end of West Queen Street was connected to the road to Pearl Harbor (later named Kamehameha Highway). At this point West Queen Street was no longer simply a

⁷⁰ Kalihi Waena Elementary School, *Centennial Celebration 1888–1988* (Honolulu: author) [1988].

⁷¹ Ethnic Studies Oral History Project. *Kalihi Place of Transition, Vol I* (Honolulu: Social Science Research Institute, University of Hawaii at Manoa) 1984. p. A-3.

⁷² Mason Architects. Nimitz Highway Improvements Project: Historic Resources Survey, Phase II. (Prepared for Parsons Brinckerhoff) January 2005. pp. 16–7.

⁷³ Rambler, "Rural Scenes, Churches and Schools, Plain Folks, Found in Quaint Valley of Kalihi," *Honolulu Advertiser*, Dec. 6, 1926. pp. 1 & 2.

⁷⁴ Rambler, "Industrial Kalihi Pulses with Color and Life, and 'Big Business' is Reported," *Honolulu Advertiser*, Dec. 3, 1926. pp. 1 & 4.

⁷⁵ *Ibid.*

⁷⁶ *Ibid.*

⁷⁷ Rambler, "Long Lanes in Kalihi, But They Have Turning; People Are Happy, But Rather Shy," *Honolulu Advertiser*, Dec. 5, 1926. pp. 1 & 4.

⁷⁸ *Ibid.*

⁷⁹ H. A. R. Austin, Civil Engineer, City of Honolulu, Territory of Hawaii, 1923.

⁸⁰ *Ibid.*

neighborhood road, but on its way to becoming a major thoroughfare, awaiting only the connection to North King Street. Both the 1927 U.S. Geological Survey map and the 1927 fire insurance maps by the Sanborn Map Company showed increased development in the Kapiolani Tract and in the two blocks of West Queen Street between Puuhale Road and Kalihi Street.

A comparison between the 1914 and 1927 Sanborn maps indicates how the neighborhood developed over that span of years. In 1914 there were 27 empty lots in the two blocks of West Queen Street between Puuhale Road and Kalihi Street. By 1927, all those lots were occupied, except for two entirely vacant parcels. There were also two instances of combined parcels with single houses. On the 1914 maps, no dwellings had been built *makai* of the lots along West Queen Street. However, the 1927 maps showed about two-thirds of the *makai* lots had houses. In 1927 there were almost no vacant parcels in the blocks *mauka* of West Queen Street in the Kapiolani Tract.

During the decades before World War II, housing density was also increasing within already-developed lots in that tract. In 1914 more than one house on a lot was rare in the Kapiolani Tract, but by 1927 parcels with two dwelling units were common. The 1927 Sanborn maps also showed numerous lots with multiple residences, especially on the combined parcels. There is one such parcel that still has ten early twentieth-century houses at 1808, 1808A, 1808B, 1812, 1812A, 1816, 1816A, 1820, 1820A, and 1820B Dillingham Boulevard (see photographs 3 through 5 in this report). Six of the ten houses on that parcel date from 1923. The 1927 Sanborn map of this block showed the two rows of three houses were originally on separate parcels flanking a central lot with one house. By 1938 the three parcels were consolidated. Three more houses were added between the rows of 1923 cottages, with the original 1919 house repositioned.

The 1927 Sanborn map showed that only four non-residential buildings were located at that time along the two blocks of West Queen Street between Puuhale Road and Kalihi Street. Two were gas stations, one each located on the *mauka* and *makai* sides of the street, on corner lots at opposite ends of these two blocks. A store was located on the northern corner of Mokauea and West Queen Streets. The Kalihi Community Welfare Club was located on the *makai* side, about mid-block between Puuhale Road and Mokauea Street.

In February 1930 a newspaper article announced that fill for the extension of West Queen Street (between Waiakamilo Road and North King Street) had already been laid and that the City expected to award the contract for paving, curbs, sidewalks, and lighting that summer. The article stated that the "road will be an important asset to Pearl Harbor, Fort Kamehameha and John Rodgers Airport traffic."⁸¹ The newer portion of the street was wider than the earlier seven blocks which connected Puuhale and Waiakamilo Roads. This 1930 project created pressure to widen the older part of the street. In October 1930 the Honolulu Board of Supervisors (BOS) changed the name of West Queen Street to Dillingham Boulevard, to honor the late Benjamin Franklin Dillingham, founder of the OR&L Co., and a man with whom many of the supervisors and the mayor had personal or business connections.⁸²

The connection of Dillingham Boulevard to North King Street in 1930 created better access for the Kapiolani Tract, the Bishop Estate Tract, and the planned industrial subdivision in the Kapalama area. However, the Kapalama industrial area could not be developed until the Kapalama Canal was completed in 1939. According to a December 1935 newspaper

⁸¹ "Contract for Queen Street Work Will Be Let This Summer," *Honolulu Star Bulletin*, Feb. 1, 1930. Sect. 2, p. 1.

⁸² "Board Honors Late B.F. Dillingham in Changing Name of Street," *Honolulu Star Bulletin*, October 8, 1930 [third edition]. p. 4.

article, a small boom in residential development occurred on the *makai* side of Dillingham Boulevard, despite the Great Depression. The article compared this depression-era building surge to settlements that sprang up on the prairie:

It is a little America. Your heart swells as you reflect that in this area, flat like the prairie, the old pioneer drama of the westward surge is being reenacted before your eyes. . . . Homes! Homes, and more homes; 191 lots leased and 89 home built or begun, and this since the first of July. It's like an Oklahoma town in the "Cimarron" days. . . . Pioneering is not what it used to be, what with gas instead of bois de vache [cow chips], electric lights instead of kerosene lanterns, city water instead of a rain barrel or an intermittent spring. . . . As you whiz exurbanward cast a leftish [southwest] glance at the new town growing like a sunflower.⁸³

There are no Sanborn maps for Hawaii from the 1930s, and no aerial photos of this neighborhood were located that could provide more details on this home construction surge reported in the mid-1930s. Two of the few extant houses from this depression-era building boom, built southwest of Dillingham Boulevard, are the 1936 house behind the Teixeira House at 1927A Dillingham Boulevard (see photograph 1 in HABS No. HI-558-C) and the 1933 Pang Craftsman-Style House at 1928 Colburn Street (see photograph 7 in this report). There was a pre-1927 dwelling on the front portion of the Teixeira House parcel (now replaced by a 1945 residence). The 1927 Sanborn map showed that earlier Teixeira house, and that residence is also drawn with the same shape on parcel map 11-D for the Dillingham Boulevard widening project, prepared by the City and County of Honolulu in 1937. (The 1937 parcel maps by the City and County of Honolulu, Department of Public Works, Bureau of Plans are included with this report as field records.) Parcel map 11-D showed a strip of land for condemnation on Teixeira parcel as including the bottom tread of the front stairway to the pre-1927 house and one-half of the carport extant at that date.⁸⁴ Typically, the 1937 maps for the widening project did not show buildings at the rear of lots, simply because they were not affected by the undertaking. The existence of the rear dwelling on the Teixeira House lot was suggested by the fence line which divided the lot into a front area and a rear section with a narrow access path to the boulevard. The Tax Office records confirm the rear house on this parcel (1927A Dillingham Boulevard) is a 1936 dwelling.⁸⁵

As part of the preliminary work for the Dillingham Boulevard widening project, the City and County produced maps in 1937 and photographs in 1938 that depicted most, but not all, of the buildings along the two blocks of the boulevard between Puuhale Road and Kalihi Street. Unfortunately, no photos were taken in 1938 of what are now the only extant pre-1938 houses which front on Dillingham Boulevard. They included the 10 Courtyard Houses (see photographs 3 through 5 in this report), the Duarte House (see photograph 6 in this report), and the Genet House (see HABS No. HI-558-A for current photos). It is not clear why those houses were not photographed in 1938. All the 1938 photographs are of houses, carports, and commercial buildings that were demolished for various reasons -- for the Dillingham Boulevard widening project in the late 1930s, or following fires, or in advance of new construction in the ensuing decades. The commercial lots, typically located on the

⁸³ "Little America," December 4, 1935 article in the University of Hawaii, Hamilton Library, Honolulu Newspapers Clippings Morgue, on microfiche in Subject section under: Dillingham Boulevard.

⁸⁴ City and County of Honolulu, Department of Public Works, Bureau of Plans. Dillingham Boulevard, Waiakamilo to Puuhale Parcel Map. No. 11-D. 1937

⁸⁵ City and County of Honolulu, Real Property Assessment Division. Field Book sheets for TMK 1-2-009-018, Card 2 for rear house. Various dates.

corners of street intersections, were generally the most affected by the widening project, since they were not set back like the houses, but built to their property lines. Both the automobile/gas station, owned in 1937 by Henry Shimogawa, situated on the east corner of Dillingham Boulevard and Puuhale Road, and the Kalihi Kai Service Station, sited on the west corner of Dillingham Boulevard and Kalihi Street, were rebuilt, because their gas pumps were within the condemned strips of land taken for the street widening project.

One of the 1937 maps of the parcels along the Dillingham Boulevard showed that Antone and Annie Teixeira owned several lots with multiple houses on both sides of the street between Puuhale Road and Mokauea Street.⁸⁶ Antone Teixeira worked for Honolulu Construction and Draying (HC&D) Co., and descendants related that he designed and built the 1945 Teixeira House which is extant (see HABS No. HI-558-C).⁸⁷ The 1938 photographs of the houses that he and his wife owned along Dillingham were all very similar, suggesting that he may have built those earlier ones as well. One of the Teixeira granddaughters noted that all of Antone's houses were painted green with yellow trim.⁸⁸ The 1938 photographs also revealed that high foundations, hip roofs, and ornamental bracket details on the porch posts were used on all of the Teixeira houses. Most residences in these 1938 photographs are similar to each other -- small wooden houses with hip or gable roofs, front porches, double-hung windows, and fenced yards (often with lava rock entry posts).

Although the residential building boom facilitated the infill of most of the empty lots during the mid-1930s, significant changes were in the making for the Kalihi neighborhood. In October 1937 the Kalihi Kai area was proposed as an industrial zone.⁸⁹ The exact boundaries of the potential industrial area were not identified in the newspaper article. World War II spurred industrial development of the Kalihi Kai area, and, after Statehood, infrastructure improvements in the blocks *makai* of Nimitz Highway assured the transition from residential to industrial uses. (See sections 5 and 6 for industrial history of Kalihi.)

Another proposal in the 1930s affected the two blocks that are the focus of this report. In July 1937 Mayor Fred Wright had proposed a "super arterial highway through the City" which included widening Dillingham Boulevard from Puuhale Road through Waiakamilo Road.⁹⁰ A seven-foot strip was acquired from each side of the boulevard, and "the mayor proposed [that] a setback line be defined by ordinance providing for further widening of this section for a width of six feet on either side."⁹¹ This additional six-foot setback and other components of the mayor's plan, including placement of overhead utility lines underground, did not materialize along Dillingham Boulevard. The mayor's plan was in response to the "growing number of motor vehicles. . . finding it increasingly difficult to move without great inconvenience and delay."⁹²

In 1937 the BOS appropriated \$50,000 to cover both the Dillingham Boulevard widening and the Kapakahi Stream flood control project, the latter of which was associated with the Waipahu cut-off road project and related bridges (see HAER No. HI-100). All these projects were accomplished with a combination of federal funds and city allocations.⁹³ The city

⁸⁶ City and County of Honolulu, Department of Public Works, Bureau of Plans. Dillingham Boulevard, Waiakamilo to Puuhale Parcel Map. No. 11-D. 1937.

⁸⁷ "Homeowners fear impact of system," *Honolulu Star Bulletin*, November 4, 2008. p. A3.

⁸⁸ Interview at Teixeira House on May 25, 2012 with Puanani, one of Antone Teixeira's granddaughters.

⁸⁹ "No Protest Filed On Kalihi Zoning," *Honolulu Advertiser*, October 13, 1937. p. 5.

⁹⁰ "Mayor Drafts Highway Plan," *Honolulu Star Bulletin*, July 17, 1937. p. 13.

⁹¹ *Ibid.*

⁹² *Ibid.*

⁹³ "Two Highway Plans Okayed," *Honolulu Star Bulletin*, August 24, 1937. p. 14.

acquired the rights-of-way along Dillingham Boulevard. Another \$46,520 was appropriated by the BOS in 1939 to cover the costs of sewer installation, street lighting, and part of general construction costs.⁹⁴ The Territorial Department of Public Works financed the \$80,000 cost of paving.⁹⁵ The total cost of the 0.782-mile widening project, which was designated Federal Aid Project (FAP) 9-H, was reported to be \$137,207, which may have only included the Territorial and federal funding.⁹⁶

The widened section of Dillingham Boulevard was completed by February 1940. A traffic count done about that time "showed 15,470 cars pass over the road every 24 hours, making it one of the most used in the Territory."⁹⁷ Even before the widening work was finished, an elevated highway above Dillingham Boulevard and through the business district to Ala Moana Boulevard was proposed. Dr. Bernard Schad, former dean of engineering at Dayton University, recommended such a highway to the city planning commission "to speed up cross town traffic and provide a safe thoroughfare for vehicles moving from the congested district into the country."⁹⁸ He also noted it "would be of invaluable service to the army and navy for moving military vehicles."⁹⁹

4. Civilian and Military Housing on Oahu before and during World War II (1939–45)

Despite neighborhood opposition to the project, the Hawaii Housing Authority (HHA) constructed the Kamehameha Homes in 1938–40 on the former Kamehameha Girls' School site, HHA's first federally funded low-income housing complex. President Roosevelt's commitment to public housing, a major item in his second inaugural address, resulted in the United States Housing Act of 1937. This provided federal funds for local public housing projects. Under this program, HHA had the responsibility to design, build, and operate housing projects while the federal agency provided financial and technical assistance. Kamehameha Homes were not intended as additional low-income housing, but rather as replacements for substandard units to be demolished in Palama.¹⁰⁰

From the late 1930s, especially after the start of World War II in Europe, through 1945, there was a build-up of Hawaii's military bases. Military expansion started in anticipation of the U.S. entry into World War II; after the Japanese attack on December 7, 1941, facility and personnel requirements for the armed forces greatly accelerated. There was a dramatic increase in Oahu's military population, as well as civilian defense contractors and other military-related workers. The growth produced a great housing shortage, since private-sector development of new accommodations could not keep pace with the sudden escalation in demand. A House of Representatives committee report on military housing in 1939 noted:

A number of enlisted men with their families are now required to live in Honolulu, at a distance of from 10 to 12 miles from the navy yard, in unsanitary, dilapidated and unhealthy surroundings.

⁹⁴ "Dillingham Widening, Sewers, Lights Voted," *Honolulu Advertiser*, May 24, 1939. p. 3.

⁹⁵ "New Highways Will be Built," *Honolulu Star Bulletin*, December 18, 1937. p. 3.

⁹⁶ Superintendent of Public Works, *Report to the Governor of the Territory of Hawaii for the Year Ending June 30, 1940* (Honolulu: Pacific Herald Publishing Co.) 1941. p. 22.

⁹⁷ "Dillingham Blvd. To Open Tuesday," *Honolulu Advertiser*, February 25, 1940. p. 1.

⁹⁸ "El' Highway is Suggested," *Honolulu Star Bulletin*, November 19, 1939. p. 2.

⁹⁹ "El Highway Here Urged," *Honolulu Advertiser*, November 19, 1939. p. 1.

¹⁰⁰ Mason Architects. Historic Property Evaluation for Five Public Housing Projects (Prepared for Helber Hastert & Fee, Planners and the Hawaii Public Housing Authority) June 2010. p. 3.

There is no possibility that private enterprise will provide suitable housing at prices which enlisted men can afford to pay.¹⁰¹

A large amount of housing was constructed at most major military installations in Hawaii in the early 1940s. Contractors Pacific Naval Air Bases (CPNAB) built much of the Navy housing, with a total capacity of over 20,000 inhabitants. Similar housing increases occurred at Army reservations on Oahu.

Despite the massive military and public housing construction program, there was still much competition for the available off-base housing. The CPNAB consortium of construction firms reported:

As of March 1944, it is estimated that approximately 25,000 persons are practically homeless, and an equal number inadequately housed in "tenements that rival Gotham's Hell's Kitchen."¹⁰²

During the war years, the Naval Shipyard, which relied on a large number of civilian employees, had difficulty retaining workers, because they could not bring their families to Hawaii due to the housing shortage. The private sector was unable to respond to the need for additional housing, since most building supplies were channeled towards military construction projects, and the military's war-time demands for lumber were creating a nationwide shortage of lumber. However, by May 1943, a news article announced:

Lumber for construction of homes to meet Honolulu's acute housing shortage is being released through the war production board as determined by individual hardship and necessity.¹⁰³

The same article also noted that "construction labor, carpenters and painters are becoming more available for civilian construction." This was due to the military switching in 1943 from civilian contracting consortiums to military construction units, such as Naval Construction Battalions, for their building projects. However, a month later the Federal Housing Administration (FHA) announced that plumbing fixtures were also in short supply, and that the lumber for private-sector use had yet to arrive on the islands.¹⁰⁴ As a result, only limited civilian housing, or other construction, was produced during the war years.

The Higa Four-plex (see HABS No. HI-558-B) is an example of expansion of a 1941 duplex into a four-unit residence in 1944, within a neighborhood where pre-1940 housing had almost entirely consisted of single-family or duplex buildings. Since Higa family members were in the construction field, they had experience dealing with the difficulties of procuring building materials. They managed to build during the war.

Through his employer (HC&D Co.) and his building experience, Antone Teixeira also had connections for obtaining construction supplies during World War II, especially as the military's monopoly on materials eased during the later years of the war. He was able to build the 1945 Teixeira House at 1927 Dillingham Boulevard, to replace a 1927 house on the front of the lot that was damaged in 1944 (see HABS No. HI-558-C and the following section).

¹⁰¹ "Navy Plans New Housing Project At Pearl Harbor," *Honolulu Star Bulletin*, April 5, 1939. p 1.

¹⁰² Contractors Pacific Naval Air Bases, Technical Report and Project History, Contracts NOy-3550 and NOy-4173. (Typescript on microfilm at Pacific Division, Naval Facilities Engineering Command Library) [1945]. p. A-929.

¹⁰³ "Lumber Released to Ease House Shortage," *Honolulu Star Bulletin*, May 27, 1943. p. 8.

¹⁰⁴ "Lumber Shortage Hits Building Program," *Honolulu Advertiser*, June 22, 1943. p. 1.

5. Military, Industrial, and Commercial Developments in Kalihi during and following World War II (1941–59)

World War II had a great impact on Kalihi. In 1944 a dramatic event occurred in this neighborhood when two planes of the U.S. Army Air Forces collided overhead. The crews of both airplanes died in the crash landings and the fires set by the exploding plane parts killed ten residents and left many others homeless. One plane, a medium bomber "minus one wing, zoomed down toward Dillingham Blvd., sheered [sic] off the top front of ... 1927 Dillingham Blvd., and then hit the pavement in front of the house. Exploding parts of the plane started house fires on both sides of the street. All civilian dead were burned in this area."¹⁰⁵ This 1927 Dillingham Boulevard address is the location of one of the houses owned by Antone and Annie Teixeira; the 1944 news article suggests that the pre-1927 house on the front of the lot was one of six that were rendered uninhabitable by the fires. This explains why the burned house was replaced by a new house in 1945 (see HABS No. HI-558-C). The newspaper article on the crash reports the addresses on Dillingham Boulevard of those who died due to the crash's fires. However, some of the children who died may have been playing in other houses. Moreover, census records and Sanborn maps show that there were several renumberings of the houses along this boulevard and other Kalihi roads. Therefore, it is difficult to determine exactly which houses were lost or damaged. A family member reported that other houses owned by Antone Teixeira on the *mauka* side of Dillingham Boulevard were affected by the crash, on the lot where Dee Lite Bakery now operates.¹⁰⁶ Both the 1927 and 1950 Sanborn maps have five houses on that double lot, so apparently these dwellings were repairable after the crash or were rebuilt with the exact same footprints.¹⁰⁷ The bakery building and parking replaced the houses in 1966.

A small area of Dillingham Boulevard was marred by the 1944 airplane crash, but the City and County crews quickly repaired the "highway to restore traffic" flow.¹⁰⁸ The long-term heavy use of the boulevard by the military during World War II greatly damaged its entire road surface. This was due to the greatly increased number of vehicles, including many heavy trucks, travelling between points in Honolulu and the main Army posts, Army Air fields, and Navy installations. After the war, the entire length of Dillingham Boulevard, from Oahu prison to North King Street, was to be repaired and resurfaced, using only federal (no city or territorial) funds. The boulevard's poor condition in 1945 was "ascribed entirely to Army and Navy traffic, rendering it eligible for federal repair funds."¹⁰⁹ In his 1946 report the Superintendent of Public Works notes that the rehabilitation of Dillingham Boulevard was completed, with a final contract cost of \$57,640.58 for the length of 0.764 mile.¹¹⁰

During World War II extensive changes to the Kalihi neighborhood occurred in the area closer to the waterfront, where the U.S. military constructed harbor and storage facilities, some on land created by filling Ananoho and Auiki fishponds. The warehouses and piers at the Kapalama Military Reservation (KMR), at the *makai* end of the Kapiolani Tract, constituted an Army Port Service Facility that handled part of the massive influx of military materials and supplies, during those war years. (The Army continued to use portions of

¹⁰⁵ "Death Toll in Plane Crash Stands at 14," *Honolulu Star Bulletin*, June 9, 1944. p 1, and "All That is Left" (photo caption), *Honolulu Star Bulletin*, June 9, 1944. p. 6.

¹⁰⁶ Interview at Teixeira House on May 25, 2012 with Puanani, one of Antone Teixeira's granddaughters.

¹⁰⁷ Sanborn Map Company. *Insurance Maps of Honolulu, Island of Oahu, Territory of Hawaii* (New York: author) 1927 and 1950. Sheet 187.

¹⁰⁸ "Airplane Parts" (photo caption), *Honolulu Star Bulletin*, June 9, 1944. p. 6.

¹⁰⁹ "Dillingham Blvd. To Be Rebuilt by Government," *Honolulu Advertiser*, June 14, 1945. p. 5.

¹¹⁰ Superintendent of Public Works. *Report to the Governor of the Territory of Hawaii for the Year Ending June 30, 1946* (Honolulu, no publ.) [1946]. p. 19.

KMR for warehouse functions until the 1990s, but in recent decades the State of Hawaii acquired the reservation in phases, through various federal land disposal procedures.¹¹¹) By 1943 seaplane runways had been dredged in the waters at the mouth of Kalihi Stream. During the 1940s or early 1950s, the rest of the fishponds along the shoreline of the Kalihi *ahupuaa* were filled, as shown by a 1953 U.S. Geological Survey topographic map. Harbor facilities for Honolulu, in the early decades of the twentieth century, had centered on downtown and Chinatown, with expansion in Iwilei during the 1920s.

Because of its harbor facilities and available land, Kalihi was a logical area for post-war industrial growth, an idea presented in 1944 by several Honolulu architects, including Vladimir Ossipoff and Alfred Preis.¹¹² To support this growth, a new highway closer to the waterfront was built in stages during the 1940s. In the Kalihi Kai portion, the lots on the *makai* side of Kakanui Street were acquired in 1943 to accommodate the new highway right-of-way. The homes on them were either relocated for the owners or sold to purchasers who had ten days after the sale to move the homes.¹¹³ In March 1947, the Honolulu Board of Supervisors voted to rename the "almost complete Honolulu-Pearl Harbor road [as] Nimitz Highway," in honor of Admiral Chester W. Nimitz, who had been concurrently Commander-in-Chief of the Pacific Ocean Areas and of the Pacific Fleet during World War II.¹¹⁴ A later news article, summarizing Kalihi's history, noted that the "industrialization of the waterfront brought the biggest changes to Kalihi District. Within a few short years, the district was turned into a crowded city area."¹¹⁵ World War II spurred both industrialization and population growth in the neighborhood.

Comparison of the 1950 Sanborn maps to earlier ones show few changes occurred during the war or in the immediate post-war years to the two blocks of Dillingham Boulevard between Puuhale Road and Kalihi Street. The lots along these blocks were still largely in residential use. The parcel on the west corner of Dillingham Boulevard and Mokauea Street was mostly vacant, with five houses demolished sometime after 1938. This parcel was redeveloped as a gas station by 1955, as shown on the Sanborn map of that date. The house on the south corner of Puuhale Road and Dillingham Boulevard was demolished after 1950 and the lot was labeled "Used Cars" on the 1955 Sanborn map. These changes were harbingers of increasing commercial uses in these blocks of Dillingham Boulevard, a trend that accelerated following Statehood.

6. Post-Statehood Changes to Kalihi and Dillingham Boulevard (after 1959)

The Kalihi neighborhood, in the pre-Statehood period, was the incubator for many of its post-Statehood political leaders. The first Asian-American U.S. Senator (Hiram Fong), along with four of the state's first five Governors were raised or lived in Kalihi.¹¹⁶ Governors John A. Burns, George R. Ariyoshi, and Benjamin J. Cayetano grew up in Kalihi and Governor John D. Waihee III once lived in the neighborhood.¹¹⁷ World War II and the movement for

¹¹¹ Department of the Army, Headquarters, United States Army Support Command, Hawaii. Final Environmental Assessment for Base Realignment and Closure of Kapalama Military Reservation, Phase III Portion, Honolulu, Hawaii (Fort Shafter: Author) 1991.

¹¹² "Architects View Kalihi Area Best for Industrial Growth," *Honolulu Advertiser*, Sept. 30, 1944. p. 11.

¹¹³ "Pearl Harbor Road Project To Start Soon," *Honolulu Advertiser*, Sept. 26, 1943. p. 1.

¹¹⁴ "Pearl Harbor Road Renamed Nimitz Highway," *Honolulu Star Bulletin*, March 12, 1947. p. 4.

¹¹⁵ "Kalihi's Rich in Traditions of Old Hawaii," *Honolulu Star Bulletin*, April 7, 1952. p. 11.

¹¹⁶ Benjamin J. Cayetano. *Ben, A Memoir, from Street Kid to Governor* (Honolulu: Watermark Publishing) 2009. p. 7.

¹¹⁷ Bob Dye. *Hawaii Chronicles II: Contemporary Island History from the Pages of Honolulu Magazine* (Honolulu: University of Hawaii Press) 1998. pp. 78 & 282.'

statehood were both catalysts for the social changes that took place in Hawaii to allow the political ascendancy of the Democratic Party and formerly marginalized ethnic groups after 1959. Kalihi was a neighborhood that fostered inter-ethnic cooperation, a necessary practice for political success in the state.

Many of the physical changes that accompanied statehood are visible in the two blocks of Dillingham Boulevard between Puuhale Road and Kalihi Street, which are representative of the larger neighborhood. A major reason for the conversion of most lots in these two residential blocks to other uses was the establishment of industrial/commercial zoning over most of lower Kalihi. A 1963 Sanborn map notes that the buildings on four blocks, near the intersection of Dillingham Boulevard and Winant Street (not extant), which had been single-family and duplex houses, all were vacant and “to be removed ... site of redevelopment project.” By 1975, the Sanborn maps show all the residential blocks near Dillingham Boulevard between Kalihi Street and the Kapalama Canal had been redeveloped with commercial or apartment buildings. Despite neighborhood residents voting overwhelmingly in 1971 to change the zoning back to residential, most of Kalihi Kai has industrial/commercial zoning.¹¹⁸ Only the blocks from Eluwene Street to Akina Street, between Puuhale Road and Kalihi Street (plus school parcels) have residential zoning in Kalihi Kai. The land *makai* of North King Street is largely zoned Industrial (I-2 or I-3) or industrial-commercial mixed use (IMX-1). The latter is the zoning on the blocks *makai* of Dillingham Boulevard. The row of parcels on the *mauka* side of Dillingham Boulevard, between Puuhale Road and Kalihi Street has business mixed-use zoning (BMX-3).¹¹⁹

The conversion from the original residential use has occurred gradually, as individual lot owners make the decisions about maintaining existing structures or redeveloping their land. For instance, there were two houses on the *mauka* side of Kamehameha Highway (continuation of Dillingham Boulevard) in the block between Puuhale Road and Laumaka Street in 2008, but none remain in 2012. Only six Dillingham Boulevard properties between Puuhale Road and Kalihi Street with residences dating from 1913–45 (see table in the next section) have resisted redevelopment of their residential parcels. Seven other lot owners along these two blocks of Dillingham Boulevard have built new houses, or made additions and alterations to their homes that rendered them non-historic. The remaining two dozen parcels are in commercial and/or industrial use, or are vacant awaiting new construction.

B. PHYSICAL HISTORY

1. **Date of erection:** The construction dates for the extant residential buildings determined to be historic in these two blocks are between 1913 and 1945 (see following table).
2. **Architects:** The names of designers for most residences along Dillingham Boulevard are not known. As is typical of lower-cost houses, it is unlikely that an architect was involved. One of the family members associated with the Teixeira House (see HABS No. HI-558-C) stated that residence was designed and built by her grandfather, Antone Teixeira.¹²⁰

¹¹⁸ Ethnic Studies Oral History Project. *Kalihi Place of Transition, Vol I* (Honolulu: Social Science Research Institute, University of Hawaii at Manoa) 1984. p. A-9.

¹¹⁹ City and County of Honolulu. Zoning Use, map 29 on website of Department of Planning and Permitting: <http://cchnl.maps.arcgis.com/home/webmap/viewer.html?webmap=dc4799972f7f43349640cf54b3df69a1>.

¹²⁰ “Homeowners fear impact of system,” *Honolulu Star Bulletin*, November 4, 2008. p. A3:1.

- 3. Original and subsequent owners, occupants, uses:** See the individual HABS reports for this information on the three documented residences: HABS No. HI-558-A (Genet House), HABS No. HI-558-B (Higa Four-plex), and HABS No. HI-558-C (Teixeira House).

Historically, housing in Kalihi has been a mixture of owner-occupied and rental units. The surviving historic residences are typically rentals, since owner-occupied parcels usually have newer homes.

- 4. Builder, contractor, suppliers:** Only a few names of builders or contractors for the residences along Dillingham Boulevard are known. In the Field Book pages of the City and County of Honolulu, entries were made for some of the buildings' contractors, but not for all. No contractor information was entered for the 1913 Genet House, 1926 Duarte House, or the early houses in the group of ten. S. Nekomoto was listed as the contractor for the three 1937 houses in the grouping of 10 Courtyard Houses on Dillingham Boulevard. For the 1934 Pang Craftsman-Style House the landowner, Man Sing Pang, was listed as contractor. The Field Book pages changed sometime before 1941. The later forms do not have the heading "Contractor," but have "BP by" (Building Permit by) instead. For both the 1941 and 1945 construction phases of the Higa Four-Plex, Jiro Higa, who was both the landowner and a contractor, is listed under the "BP by" column. One of the current owners of the 1945 Teixeira House stated that residence was designed and built by her grandfather, Antone Teixeira.¹²¹

- 5. Original plans:** None located.

- 6. Alterations:** See the individual HABS reports for this information on the three documented residential buildings: HABS No. HI-558-A (Genet House), HABS No. HI-558-B (Higa Four-plex), and HABS No. HI-558-C (Teixeira House).

The last two residences listed in the following table appear to be owner-occupied, with the rest of the units rented or vacant. The Duarte House and Pang Craftsman-Style House are relatively unaltered, unlike the 10 Courtyard Houses, each of which shows numerous small repairs and alterations.

¹²¹ Ibid.

SUMMARY TABLE of Dillingham Boulevard Residences Determined Historic:

Name	Address (TMK #)	Year Built	Brief Description	Number of buildings [and units] on lot
Genet House	1953 Dillingham Blvd. (1-2-009-017)	1913 (1939 alt'n)	Four-bedroom, one-story house (1,096 s.f., incl. addition)	One house (on part of lot – see next line for totals)
Higa Four-plex	1945 Dillingham Blvd. (1-2-009-017)	1941 (1944 added two units)	Two-story building with four two-bedroom units (each 538 s.f.)	Total of three residential buildings plus two carports on consolidated double lot. [Total of seven residential units]
Teixeira House	1927 Dillingham Blvd. (1-2-009-018)	1945	Two-bedroom, one-story (720 s.f.) house on high foundation, with laundry area below.	Two houses on lot (rear house address: 1927A Dillingham Blvd.)
10 Courtyard Houses	1808, 1808A, 1808B, 1814, 1814A, 1816, 1816A, 1820, 1820A, & 1820B Dillingham Blvd. (1-2-002-113)	1917 to 1937	All one-story houses; seven are 600 s.f., two are 572 s.f. and one is 720 s.f.	Ten houses on a consolidated triple lot
Duarte House	1720 Dillingham Blvd. (1-2-002-108)	1926	Two-bedroom, one-story house (692 s.f.) with high foundation.	One house and one carport
Pang Craftsman-Style House	1928 Colburn Street (1-2-009-060)	1934	Three-bedroom, one-story house (798 s.f.)	One house, one carport, and one shed

PART II. ARCHITECTURAL INFORMATION

A. GENERAL STATEMENT

- 1. Architectural Character (Plantation-style or single-wall houses):** The pre-statehood houses along Dillingham Boulevard (and elsewhere in Kalihi, as well as in many other Honolulu neighborhoods) are sometimes called plantation-style homes, but a more inclusive term is single-wall residences. Single-wall houses with more elaborate decorative details and built-in cabinetry can also be labeled Craftsman-style residences, or bungalows. These more detailed houses are generally located in urban settings rather than in plantation camps.

Many of the earliest plantation worker houses in Hawaii, from the mid- to late-nineteenth century, were built by plantation hands themselves, using thatch materials, such as palm fronds, various leaves, or pili grass, for roof and walls. These were based on the forms of the numerous types of indigenous *hale* (Hawaiian word for house), but also utilized traditional building techniques that immigrant workers brought with them. In 1880 the

kingdom's legislature passed a housing law requiring a watertight roof and 300 cubic feet of space per adult or 900 cubic feet (about 112 s.f. with an eight-foot ceiling) for a couple and two children.¹²²

By 1885, the plantations began to provide small rectangular houses of white-washed 1 x 12 board-and-batten construction with minimal structural framing and featuring side-gabled roofs with small eaves. The facilities for kitchen, toilet, bath and laundry were located in outbuildings of similar construction.¹²³

Box construction is another term used in studies of single-wall structural systems on the mainland United States, but is not widely used in Hawaii. The definition of box construction, in Cyril Harris' *Dictionary of Architecture and Construction*, is:

a relatively simple, economical wall construction once used in the United States for small houses and dependencies; has an exterior appearance similar to that of board-and-batten construction. The walls are constructed of closely spaced, wide, upright board, approximately 1 inch thick; the cracks between boards are covered with vertical battens only on the exterior surface of the boards. The sillplates are secured on a foundation consisting of flat stones.¹²⁴

Much of the nineteenth-century plantation-provided shelter in Hawaii was in bunkhouses (also called barracks), when most workers were single men and few had families. To increase the stability and productivity of the plantation work force, plantation owners, or planters, came to prefer hiring "employed men with families rather than single men, [so] they began [to provide] cottages for families."¹²⁵ In the first two decades of the twentieth century most plantation cottages were duplexes (also termed double houses); these were the most common dwellings erected on Oahu and the outer islands.¹²⁶ The duplexes were typically two rooms wide by two rooms deep, but this did not mean two families shared the four rooms. In many instances before 1920, each room in a double house would house two families or up to six single men.¹²⁷

Around 1920, the Industrial Services Bureau of the Hawaiian Sugar Planters' Association (HSPA) had developed standardized plans for houses as well as other plantation camp buildings. The HSPA-recommended standard was a single-family house with not less than two bedrooms, on a lot of five thousand square feet, with a wash house, bath house and other sanitary provisions.¹²⁸ See HABS No. HI-558-C for a typical HSPA plan of a "cottage for one family" (there were at least four variations with this title). Around this time, tongue-and-groove (T&G) boards became more commonly available as a building material, so structures with T&G walls were constructed more frequently for plantation families. Health issues were a major reason that the HSPA promoted use of single-wall

¹²² Edward D. Beechert, *Working in Hawaii: A Labor History* (Honolulu: University of Hawaii Press) 1985. p. 100–101.

¹²³ Barbara Shideler, *Hawaii's Plantation Village: History, Interpretation and Design of an Outdoor History Museum* (Submitted to the Faculty of the Department of American Studies In Partial Fulfillment of The Requirements For The Graduate Certificate in Historic Preservation) 1993. p. 25.

¹²⁴ Cyril Harris, *Dictionary of Architecture and Construction* (New York: McGraw Hill) 2006. p. 129–130.

¹²⁵ Ronald Takaki, *Pau Hana, Plantation Life and Labor in Hawaii, 1835–1920* (Honolulu: University of Hawaii Press) 1983. p. 96.

¹²⁶ Barnes Riznik, "From Barracks to Family Homes: A Social History of Labor Housing Reform on Hawaii's Sugar Plantations," *Hawaiian Journal of History* 33:1999. Table 2 and p. 126; and Stanley Solamillo, Comments on Dillingham Boulevard Residences Draft HABS Narrative Report by HART Architectural Historian. May 31, 2013.

¹²⁷ Barnes Riznik, "From Barracks to Family Homes," *Hawaiian Journal of History* 33:1999. p. 128–9.

¹²⁸ Ronald Takaki, *Pau Hana* (Honolulu: University of Hawaii Press) 1983. p. 97.

construction. Donald Bowman, the first director of the Industrial Services Bureau of HSPA, came to that position after being on the Territorial Board of Health in Hilo. In 1920 he wrote that "buildings should be so constructed as to make the handling of an epidemic of contagious or infectious disease easy. . . . [N]o double walls or other rat harbors should be permitted, thereby preventing to a large extent plague infection."¹²⁹

While plantation owners provided larger houses and more amenities after 1920, they were also concerned about minimizing costs. This was one factor which led to the adoption in Hawaii of single-wall construction, a structurally sophisticated system that also was appropriate for the climate. In its purest form, this system eliminates most or all of the vertical posts in typical structural framing for wood buildings, and relies on a bearing-wall of thin boards. Single-wall construction is a:

study in economy of material and labor. The construction system utilize[s] a single thickness of vertical board siding (usually ¾" to 1-1/4" thick) for bearing the roof and dead loads, thus eliminating the need for an internal structural frame. The wall is tied at the top and bottom plates, with ... girt[s] at mid-span to prevent buckling. A hipped or gable roof caps the assembly, providing additional lateral stability.¹³⁰

The popularity of this economical structural system "provided impetus for its diffusion, initially under the auspices of American sugar companies, to the Hawaiian Islands for the construction of sugar and pineapple plantation camp dwellings."¹³¹ Most of the pure single-wall "examples appear to have not survived in their original form. . . . A majority of the buildings which were erected in Hawaii using this [single-wall construction system] ... included corner posts and vertical studs to frame doors and windows."¹³²

Single-wall construction is not unique to Hawaii, although it was a commonplace structural system here in the early twentieth century and used as late as the 1970s. Comparisons have been made between Hawaii's single-wall construction and analogous structures in other areas, including Japan's rural buildings and plank-framed houses on the United States mainland. Although a few inventory surveys and other reports have been written, a comprehensive history of single-wall construction in Hawaii, covering its many antecedents as well as the details of its development, has not been published. There are many variations of single-wall buildings in Hawaii; this is also true in other locations where milled lumber was expensive, builders had limited financial resources, and permanence of construction was not a primary goal.¹³³

The designs of single-wall houses in Hawaii's cities and towns were influenced by the worker housing built on the plantations, and generally used similar materials. Urban dwellings, including the Dillingham Boulevard residences, typically had more amenities and more square footage than plantation houses. Also, they were generally more diverse, not having been built all at the same time or from the same set of drawings.

¹²⁹ Barnes Riznik, "From Barracks to Family Homes," *Hawaiian Journal of History* 33:1999. p. 136–9.

¹³⁰ Barbara Shideler, *Hawaii's Plantation Village: History, Interpretation and Design of an Outdoor History Museum* (Submitted to the Faculty of the Department of American Studies In Partial Fulfillment of The Requirements For The Graduate Certificate in Historic Preservation) 1993. p. 27.

¹³¹ Stanley Solamillo, Comments on Dillingham Boulevard Residences Draft HABS Narrative Report by HART Architectural Historian. May 31, 2013.

¹³² Stanley Solamillo, Comments on Dillingham Boulevard Residences Draft HABS Narrative Report by HART Architectural Historian. May 31, 2013.

¹³³ Peter Schultz and Andrea Sue Morrison, "Architecture as Material Culture: A Survey of Residential and Commercial Structures in a Western Ghost Town," *Society for California Archaeology Proceedings*, 13 [2000]. pp. 105 & 106.

Single-wall buildings were the least expensive type of construction available in Hawaii through the late nineteenth and most of the early twentieth century. For their customers with smaller budgets, construction material companies in Honolulu offered plans for single-wall houses, with either T&G boards or board-and-batten. These houses were similar to the earlier HSPA designs, but generally had more features, including bathrooms. Customized plans were free to customers who purchased supplies from construction material companies. To avoid competition with local architects, design services were limited to small house projects, "which would not normally utilize an architect."¹³⁴

One such construction material company, Lewers & Cooke, Ltd., had a role in building many of the houses on Oahu in the late nineteenth century and first half of the twentieth century. This company "maintained its own fleet of trans-Pacific lumber carriers from the 1880s through 1935."¹³⁵ They produced a 1931 booklet of design and material options for prospective buyers.¹³⁶ The smallest house in their booklet was 572 s.f.; the design included two small bedrooms flanking a bathroom on one side of the house, with a kitchen, living room, and front lanai on the other side. Slightly bigger houses of 672 and 875 s.f., with similar layouts, but larger rooms were also available. Houses with more than 1,000 s.f. typically had one or more additional rooms.

Most of the extant early twentieth-century houses in this area were built with floor plans very similar to those in the Lewers & Cooke, Ltd. booklet. The exception is the Higa Four-plex. The Higa Four-plex, when originally built in 1941 (as a duplex), was a single-wall residential building which was later modified in 1945. Raising it and building two units below it, with a front section of concrete masonry units (CMU), transformed it into a small apartment building that is quite different from the other historic housing in these two blocks. This type of modification, typically done with single-wall constructed houses, is still undertaken in Hawaii as a cost-effective means of adding residential space on small, flat, urban lots. (Partly because they were built on posts, the lightly framed single-wall houses are easily raised, to allow for an additional, often sturdier structure, to be added below.) The Higa Four-plex's increased housing capacity is indicative of a trend in the area that started just before World War II. However, this building is the only extant apartment building from the decades just before and during the war on these two blocks of Dillingham Boulevard.

Most of the house lots, by the late 1930s, had carports added, reflecting the growth in automobile ownership. The use of open carports is both appropriate for the temperate climate of Hawaii and as a lower-cost alternative to enclosed garages. The current typical carport design at these residences consists of wood or pipe framing with a shed roof of corrugated metal.

- 2. Condition of fabric:** The condition of the 1913-45 houses along Dillingham Boulevard ranges from good to fair.

B. SITE

1. General Area

Dillingham Boulevard is a street with a length of approximately eight blocks, or 1.5 miles, extending from Puuhale Road at its northwestern end to a southeastern terminus at its

¹³⁴ Don J. Hibbard, *Buildings of Hawaii* (Charlottesville: University of Virginia Press) 2011. p. 147.

¹³⁵ *Ibid.*, p. 14.

¹³⁶ Lewers & Cooke, Ltd. *Homes in Hawaii* (Honolulu: Author) [1931].

intersection with North King Street. There are five parcels with historic residences in the two blocks of Dillingham Boulevard between Puuhale Road and Kalihi Street; these parcels contain 17 residential buildings. They are discussed in the sections above and listed in the summary table at the end of Part I. The remaining parcels on those two blocks, except for a few vacant lots, now have greatly altered houses, modern residences, or commercial buildings.

The remaining original lots along the grid-like streets of the Kapiolani Tract are not all exactly the same, but generally have a street frontage of 50'. The lot depths were originally 100'; however, since the 1938–40 widening of Dillingham Boulevard took a 7' strip from each side, the lots along the boulevard are now 93' deep. The buildings on these lots typically have a consistent orientation, with their main facade parallel to the boulevard, except on some corner lots whose structures are oriented to face the side streets. The setbacks from the property lines vary, some buildings being very close to the sidewalk, due to the road widening taking parts of the original front yards.

The views along the two blocks of Dillingham Boulevard between Puuhale Road and Kalihi Street are not expansive. From the *makai* side of Dillingham Boulevard the tops of the ridges in the Koolau Range and of Aliamanu Crater are typically visible above the one-story buildings, but the urban clutter of utility elements and buildings detract from the distant scenery. Due to the open space at the Kalihi-Kai Elementary School and the road corridors at intersections, the mountains are more visible from these points. However, the topography is too flat and the distance too far for any waterfront views. No parking is allowed on Dillingham Boulevard and it is a wide street (74' in width, including sidewalks), so there is a view southeast towards the downtown high rises and a view northwest to Waianae Range. This range is best seen from the northwest end of Dillingham Boulevard, on the *mauka* side, but utility poles, wires, and structures tend to dominate the foreground.

There are approximately 23 residential buildings on 11 parcels in these two blocks, 20 of which predate 1969. Of those pre-1969 residential buildings, 17 of them, on five of the parcels, were determined to be historic. Six other residences were so altered that they had lost integrity and were not evaluated as historic. Almost all the commercial buildings in these two blocks date from 1969 or later.

Oahu Prison (Oahu Community Correctional Center) is located on the west corner of the Puuhale Road/Dillingham Boulevard intersection. Between this intersection and the one where Laumaka Street starts, the name of the street changes from Dillingham Boulevard to Kamehameha Highway. Northwest of Puuhale Road /Dillingham Boulevard intersection, the roadway widens and the buildings along this section of the street generally are larger in scale.

The two blocks of the original neighborhood street in the Kapiolani Tract are now part of a major arterial through the Kalihi and Kapalama neighborhoods. The other six blocks of Dillingham Boulevard, which are closer to Chinatown and downtown Honolulu, extend southeast from the intersection with Kalihi Street to the end of the boulevard, at its T-junction with North King Street. This part of the boulevard is lined with apartments, commercial, and institutional buildings.

Dillingham Boulevard is a main thoroughfare in Honolulu, being the third of four historic access routes between Chinatown / downtown and areas west of Kalihi. Chronologically, Dillingham Boulevard was the third street that led from downtown Honolulu towards the west; it was constructed after North King Street and School Street, but before Nimitz Highway. It is also a middle route geographically (sited between North King Street and

Nimitz Highway) across Kalihi and Kapalama. The widest and newest access route, which cuts across many *ahupuaa* in Honolulu, as well as Kalihi and Kapalama, is the H-1 freeway.

2. Site Elements in the Two Blocks Between Puuhale Road and Kalihi Street

On these two blocks of Dillingham Boulevard the sidewalks are typically 4'-wide, except at the intersections, where the sidewalk paving covers the entire 7' between the roadway and the right-of-way boundary. There is generally a grass strip, approximately 2' wide, between the sidewalk and the curbs in front of residential parcels. At lots with commercial uses most of the frontage is entirely paved for driveways or for ease of maintenance. There is lava rock curbing along Dillingham Boulevard, except where storm drains, or handicap access ramps (at intersections) have been built. The older driveways have a border of lava rock at the road surface, with stones at the sides tapered to reach the height of the adjacent curbs.

The plants noted in residential yards include fruit and medicinal trees, such as papaya, various citrus, mango and *noni* (Hawaiian term for Indian mulberry, or *Morinda citrifolia*). Flowering or ornamental trees and shrubs are also common, including plumeria, Norfolk pine, various types of palm trees, bougainvillea, crotons, *ti* or *ki* (Hawaiian term for *Cordyline terminalis*), and *puakenikeni* (Hawaiian term for *Fagraea berteriana*). Hedges, plants in pots and groundcovers that do not require much water are more common than grass, since Kalihi is such a dry area of the city. Some dry grass struggles to survive in the small strips between sidewalks and curbs, but there are no trees or other public landscaping on these blocks of Dillingham Boulevard.

Utility poles are ubiquitous along the arterial. There are both wood ones with a height of perhaps 30' and 2'-diameter metal ones that are approximately 60' tall. Street lights are attached to the wood utility poles.

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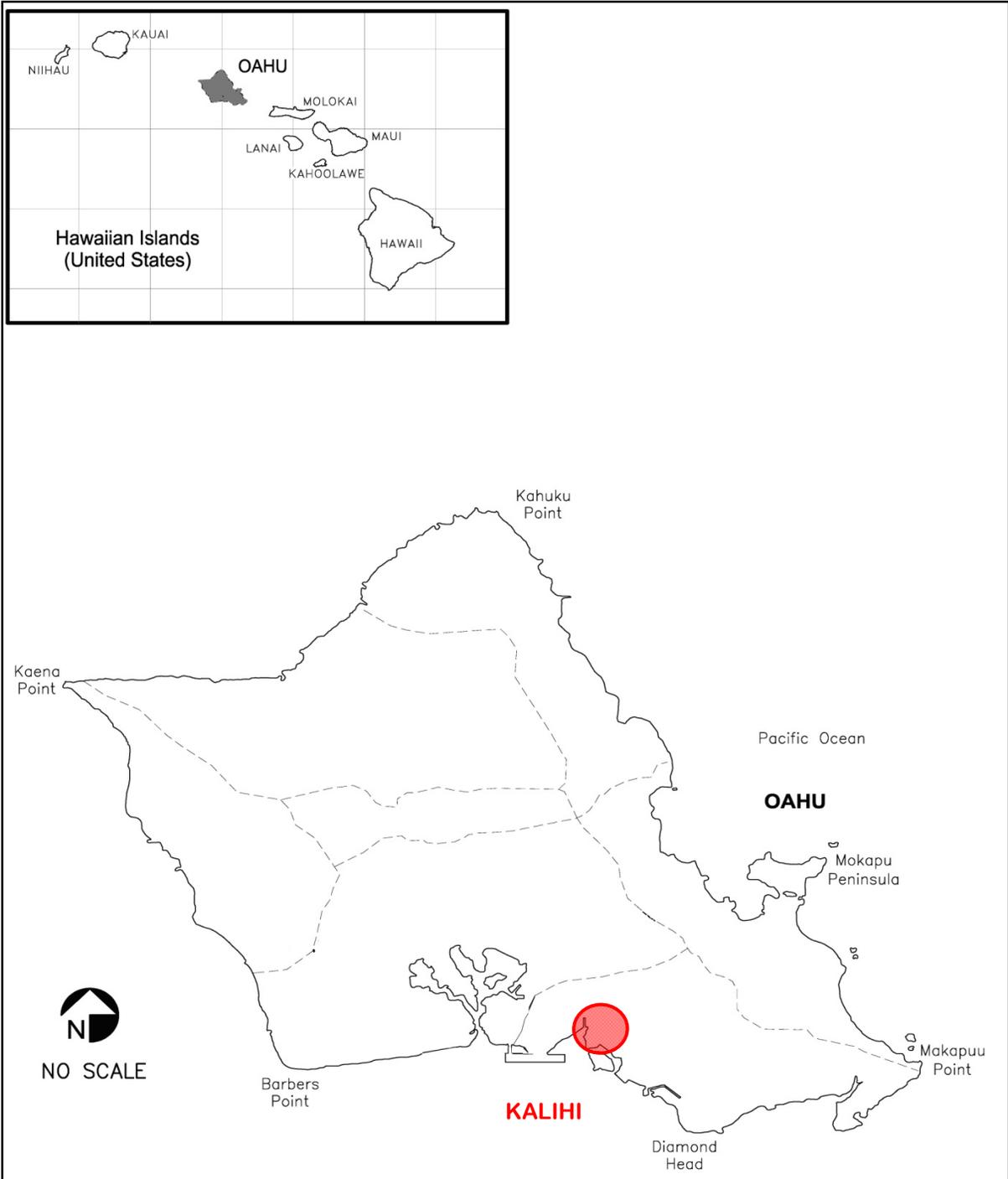
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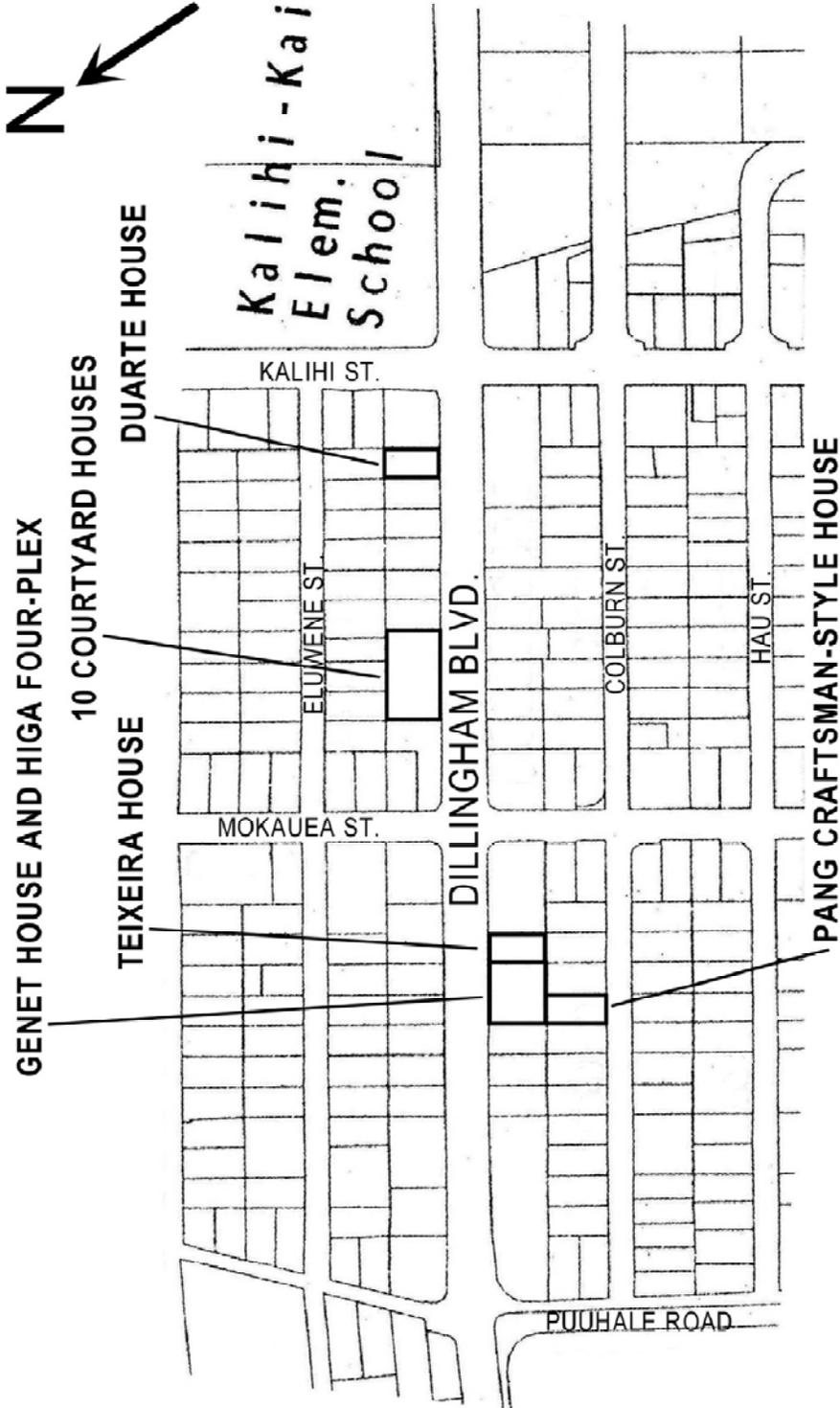
Map showing Hawaiian Island chain and location of Kalihi on Oahu.
Mason Architects, Inc., August 2012



Map showing boundaries of original Kapiolani Tract and location of Dillingham Boulevard within it. Mason Architects, Inc., November 2012 (No scale)



Map of Two Blocks of Dillingham Boulevard, showing location of 1913-45 Residences.
Mason Architects, Inc., November 2012 (No scale)



**HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS**

HABS No. HI-558-1



**HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS**

HABS No. HI-558-2



**HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS**

HABS No. HI-558-3



**HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS**

HABS No. HI-558-4



**HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS**

HABS No. HI-558-5



**HISTORIC AMERICAN BUILDINGS SURVEY
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HABS No. HI-558-6



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. HI-558-7



**HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS**

HABS No. HI-558-8



FIELD NOTES

**DILLINGHAM BOULEVARD RESIDENCES HABS No. HI-558
Honolulu, HI**

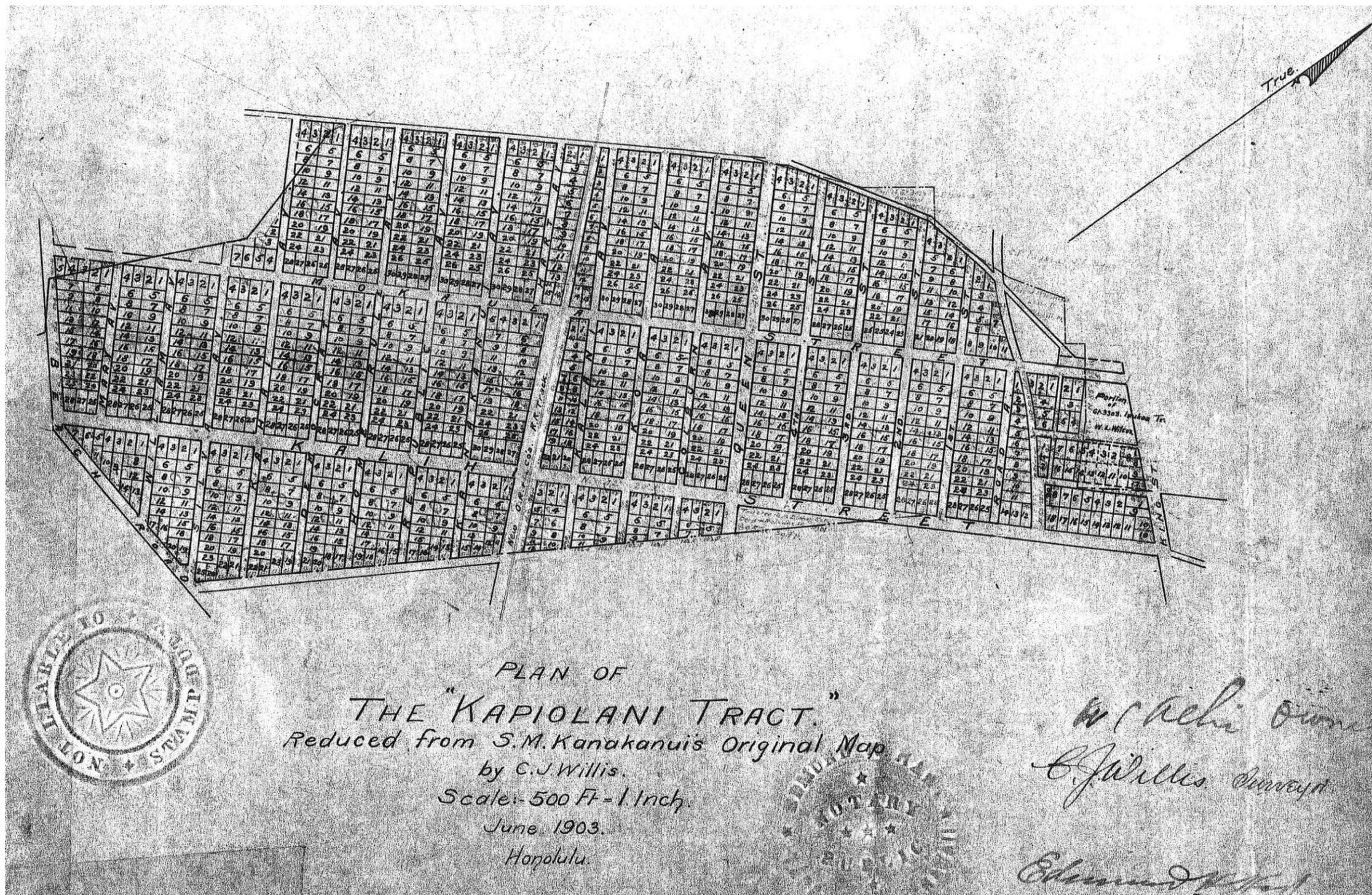


Figure 1: 1903 map by C. J. Willis from S. M. Kakanui's Original Map of Kapiolani Tract, filed in State of Hawaii, Bureau of Conveyances, Book/Liber 245, p. 409.

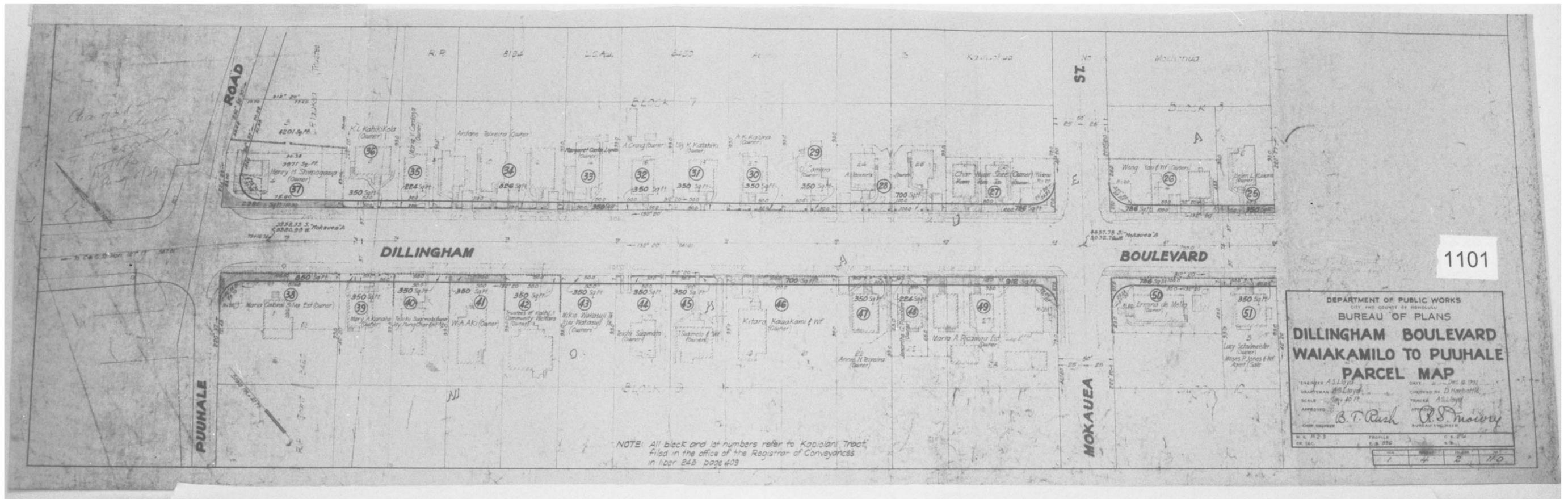


Figure 2: Photocopy of map (1937 map by City and County of Honolulu, Department of Public Works, Bureau of Plans, filed at Real Property Assessment Office in folder 1203A).

DILLINGHAM BOULEVARD, WAIAKAMILO TO PUUHALE PARCEL MAP. NO. 11-D.

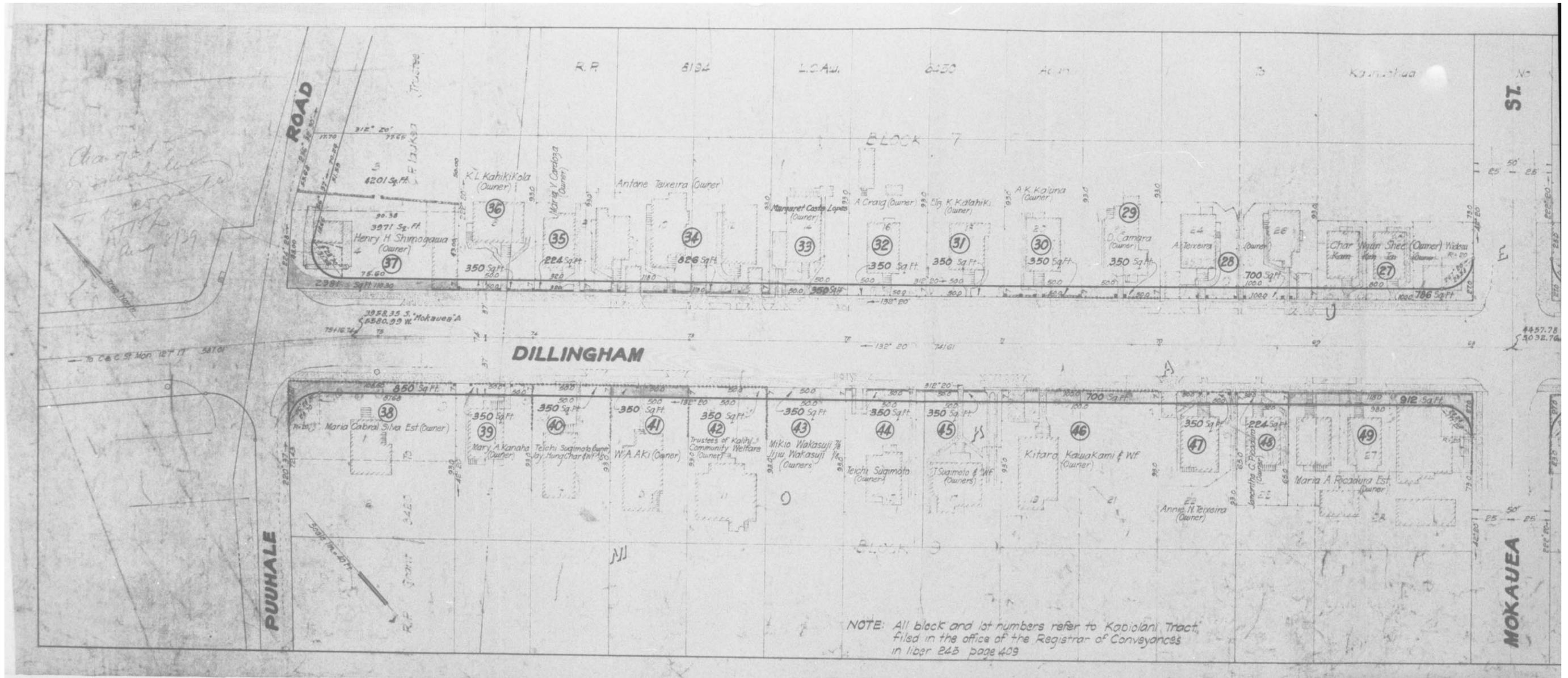


Figure 3: Photocopy of map (1937 map by City and County of Honolulu, Department of Public Works, Bureau of Plans, filed at Real Property Assessment Office in folder 1203A).

DILLINGHAM BOULEVARD, WAIAKAMILO TO PUUHALE PARCEL MAP. NO. 11-D (LEFT HALF OF MAP).

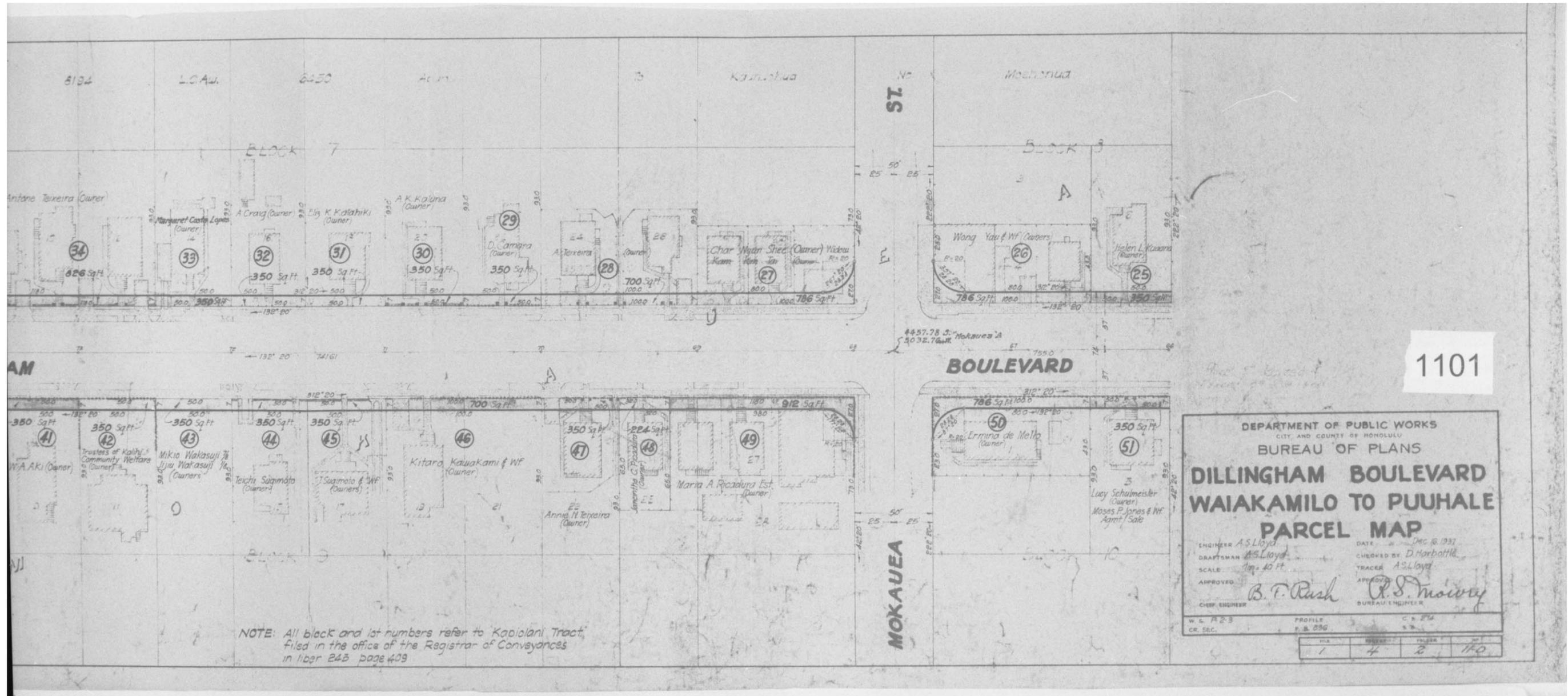


Figure 4: Photocopy of map (1937 map by City and County of Honolulu, Department of Public Works, Bureau of Plans, filed at Real Property Assessment Office in folder 1203A).

DILLINGHAM BOULEVARD, WAIAKAMILO TO PUUHALE PARCEL MAP. NO. 11-D (RIGHT HALF OF MAP).

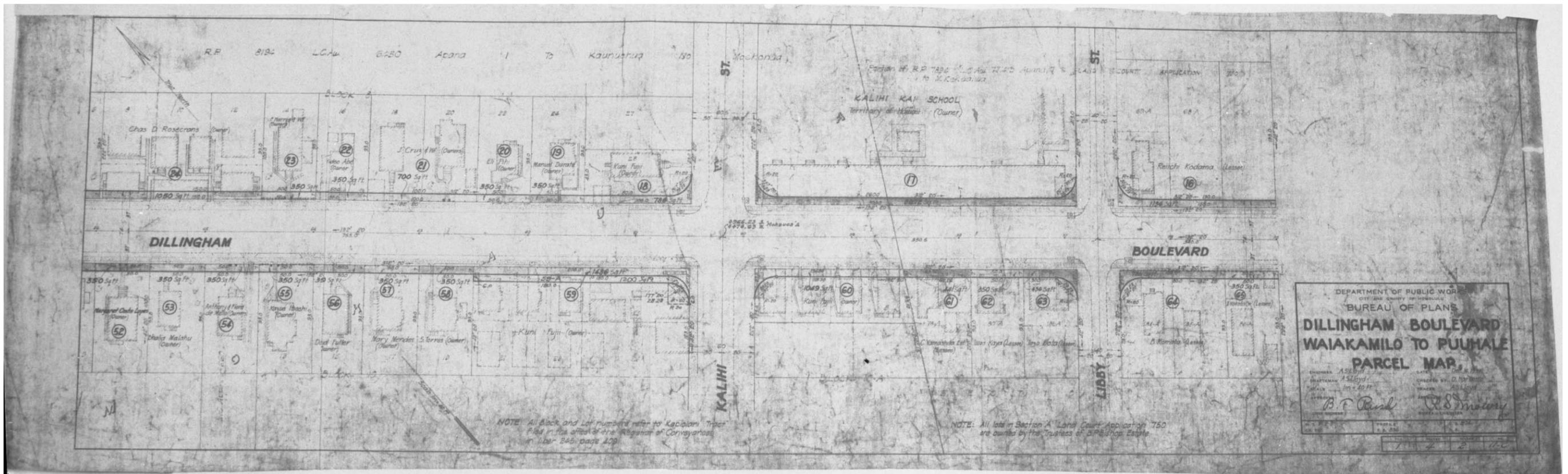


Figure 5: Photocopy of map (1937 map by City and County of Honolulu, Department of Public Works, Bureau of Plans, filed at Real Property Assessment Office in folder 1209A).

DILLINGHAM BOULEVARD, WAIAKAMILO TO PUHALE PARCEL MAP. NO. 11-C.

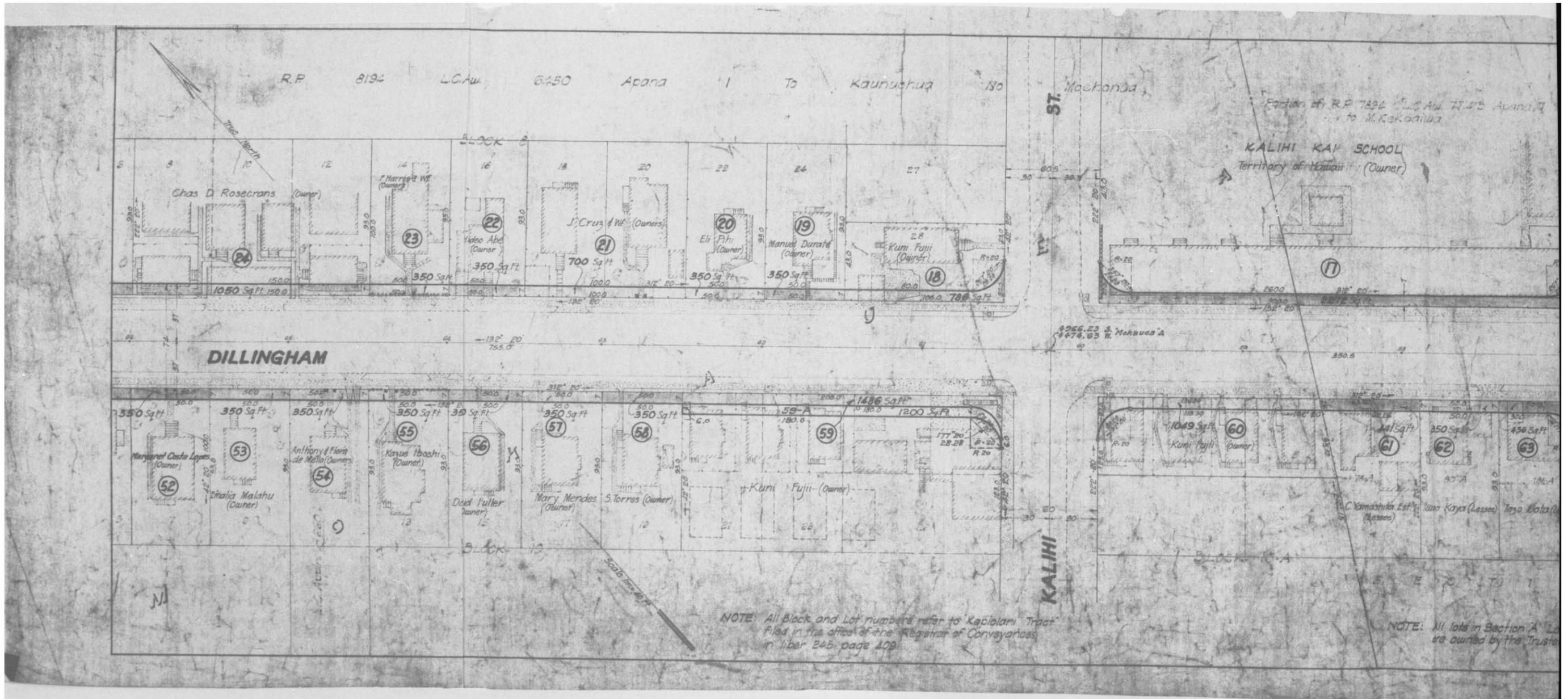


Figure 6: Photocopy of map (1937 map by City and County of Honolulu, Department of Public Works, Bureau of Plans, filed at Real Property Assessment Office in folder 1209A).

DILLINGHAM BOULEVARD, WAIKAMILO TO PUUHALE PARCEL MAP. NO. 11-C (LEFT HALF OF MAP).

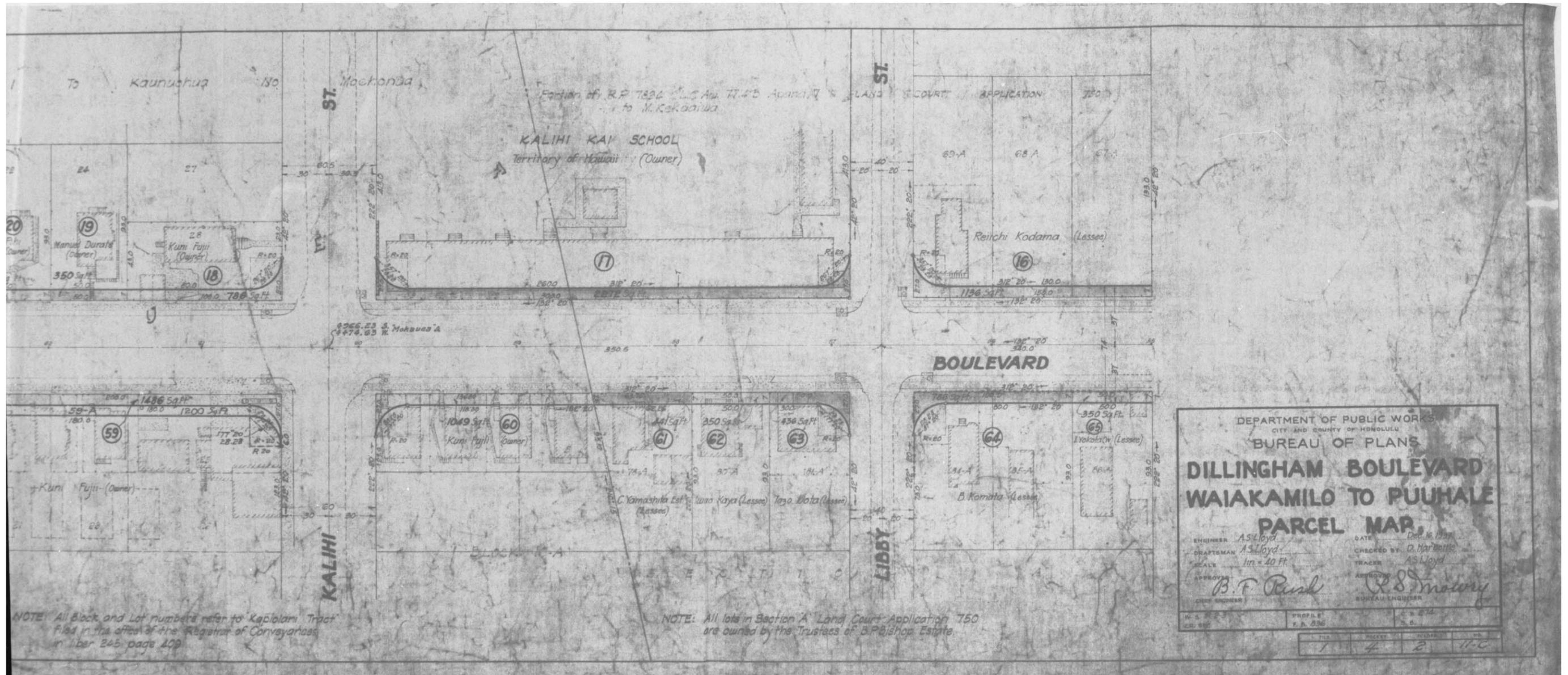


Figure 7: Photocopy of map (1937 map by City and County of Honolulu, Department of Public Works, Bureau of Plans, filed at Real Property Assessment Office in folder 1209A).

DILLINGHAM BOULEVARD, WAIAKAMILO TO PUUHALE PARCEL MAP. NO. 11-C (RIGHT HALF OF MAP).