State and National Register of Historic Places Nomination
Multiple Property Documentation Form
September 2009

HISTORIC RESOURCES OF THE HYDRAULICS/LARKIN NEIGHBORHOOD

City of Buffalo, Erie County, New York 14210

Aerial view, 1925

Prepared by:

Clinton Brown Company Architecture ReBuild
The Pierce Building in the Theater Historic District
653 Main Street, Suite 104
Buffalo, NY 14203
PH (716) 852-2020 FX (716) 852-3132

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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items

X New Submission _____ Amended Submission

A. Name of Multiple Property Listing

HISTORIC RESOURCES OF THE HYDRAULICS/ LARKIN NEIGHRBORHOOD, BUFFALO, ERIE COUNTY, NY

B. Associated Historic Contexts

The Hydraulics Neighborhood in Buffalo, New York, 1827-1959
The Larkin Company, 1875- 1940s

C. Form Prepared by

name/title Jennifer Walkowski [Edited and Arranged- Daniel McEneny NYSHPO]
organization Clinton Brown Company Architecture, pc date September 2009
street & number 653 Main Street, Suite 104 telephone 716-852-2020
city or town Buffalo state NY zip code 14203
e-mail jwalkowski@clintonbrowncompany.com CBCA PN 09-005 C

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.
(_____ See continuation sheet for additional comments.)

Signature and title of certifying official | Date

State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date of Action

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1.0 THE HYDRAULICS NEIGHBORHOOD IN BUFFALO, NEW YORK, 1827-1950[1]

The *Index Guide to Buffalo and Niagara Falls* of 1910 defined the Hydraulics as "a section of Buffalo in the neighborhood of the old Hydraulic Canal, which formerly extended from the eastern end of the Hamburg Canal to the line of the present Hydraulics Street."[2] Today this area is located within the larger East Side section of Buffalo, located approximately one mile east of downtown, and centered around the intersection of Swan and Seneca Streets (fig A-1). While the boundaries of the neighborhood are now indistinct due to later adjacent growth and development, the Hydraulics area today is bounded by East Eagle Street to the north, Fillmore Avenue and Smith Street to the East, the I-190 Niagara branch of the New York State Thruway to the South and Hamburg and Spring Streets to the West. The East Eagle Street and Fillmore Avenue/Smith Street boundaries reflect the historic boundaries of the Village of Buffalo at the time of the establishment of the neighborhood in 1827. The construction of the I-190 Thruway in the late 1950s became a significant physical barrier in the larger East Side area. While the exact historic line of the western boundary is indistinct, today Jefferson Avenue, Hamburg and Spring Streets become boundaries between the historic architectural fabric of the Hydraulics neighborhood to the east and more modern development, parking lots and vacant lots to the west. While primary west-east thoroughfares in the neighborhood such as Swan, Seneca and Exchange Streets were established prior to the creation of the Hydraulics neighborhood, these boundaries encompass many secondary streets which were laid out by the Buffalo Hydraulic Association, founders of the neighborhood as a distinct area of Buffalo.

The Hydraulics neighborhood is significant as one of Buffalo's earliest, distinct neighborhoods, and Buffalo's first manufacturing district.[3] Founded in the 1820s when Buffalo was still a humble village of fewer than 3,000 residents, the Hydraulics area became an important self-contained neighborhood which contained a mix of industrial, commercial and residential architecture. Within just a few decades of its founding, residents could live within walking distance of their local grocery, post office, schools, churches and their places of employment. The type of manufacturing and industrial growth which Buffalo is generally associated with originated in the Hydraulics neighborhood, and started the city on the path towards it's role as one of the nation's most prosperous and thriving cities at the turn of the twentieth-century. At the zenith of its success during this age, the Hydraulics neighborhood, which contained one of the nation's largest and most successful industrial endeavors, the Larkin Company, was a microcosm of the prominence of the City of Buffalo as a whole. The neighborhood is also sometimes referred to as the Larkin District due to the neighborhood's association with its most prominent industrial giant.

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[1] Additional information in this section is provided by Hydraulics historian, blogger and enthusiast, Chris Hawley who kindly shared research and insight from his forthcoming book on the area.
[2] Fernald, Frederik A. *Index Guide to Buffalo and Niagara Falls.* Buffalo: Frederik A. Fernald, 1910; 86.
[3] Goldman, Mark. *High Hopes: The Rise and Decline of Buffalo, New York*. Albany: State University of New York, 1983; 41.

However, what was once a well-known and distinct neighborhood has lost its cultural identity due to the decline, demolition and general neglect of the district. Many of the residents and business owners in the neighborhood are unaware that they are located within one of Buffalo's earliest and most prominent manufacturing and industrial areas which was developed during Buffalo's village days.

1.1 Origins of the Hydraulics Neighborhood (1790s-1820s)

This area of Buffalo has a long history as a region which harnessed water power for industrial development. As early as the late-eighteenth century, Captain William Johnston erected a sawmill on the Little Buffalo Creek. Long since gone underground, the Little Buffalo Creek originated in a marshy pond near William Street east of Babcock Street, crossed Seneca Street at Hydraulic, and turned westward below Exchange Street, entering the Big Buffalo Creek near the terminus of Main Street. While generally a calm stream, where the waterway ran near the present Seneca Street the creek flowed more swiftly through a deep gorge, and this would have been a likely location for Johnston's mill, the exact location of which is unknown. When Holland Land Company officials arrived in the region in 1798 to begin laying out the village of Buffalo, they found Johnston's mill in operation and a small settlement with a few cabins and a store operated by the trader Cornelius Winney on the Little Buffalo Creek's north shore. This humble settlement was the first in what would become the Hydraulics neighborhood.[4]

Although Buffalo was devastated by the British, who set fire to the town in 1813 during the War of 1812, the residents quickly rebounded and rebuilt. With the completion of the Erie Canal in 1825, linking Albany and New York City with Buffalo, the village grew rapidly in population. With a population of only 2,412 residents in an 1825 census, by 1830 8,668 residents called the village home. Only five years later in 1835 the population had swelled still further to 15,661; many residents being lured to the area by the new jobs and opportunities available in Buffalo due to the burgeoning shipping industry of the Erie Canal.[5] Buffalo's own industrial and manufacturing potential was quickly realized, and there was an increased need for great milling facilities and hydraulic resources. However, the only available source for power was the Little Buffalo Creek, whose flow was inadequate to support additional industrial use.

The Hydraulics neighborhood traces its moniker to 1827 when the Buffalo Hydraulic Association, a private endeavor, was incorporated with a capital of $25,000 with the option of increasing it to $50,000. The corporation was formed for the purpose of creating waterpower for a manufacturing district in the village of Buffalo, attempting to capitalize on the village's newfound industrial potential. Led by Reuben B. Heacock, the project of the Association was aimed at supplying the Village of Buffalo with water, but also to "create mill privileges."[6] Where the Erie Canal had been established as an easy, fast and inexpensive shipping route between the East Coast and the Great Lakes region, the Hydraulic Canal was designed primarily to serve as a source of power to drive the machinery of the industrial development of the area. Heacock envisioned turning the easternmost corner of the Village of Buffalo into a thriving center for commercial textile production, perhaps like the most famous early nineteenth-century mill areas found around Lowell, Massachusetts.[7]

Reuben Bostwick Heacock can be considered one of the founding fathers of Buffalo, and he was one of the driving forces behind the Hydraulics neighborhood. Son of Reuben and Silence Hicock, he was born July 21st, 1787 in Derby, Connecticut. Heacock descended from a prominent Connecticut family and lived in Durham, Columbia County, NY before he relocated in Buffalo in 1810 or 1811 along with the Grosvenor and Porter families.[8] He was described at his arrival in Buffalo as a "tall, slender young man of twenty-two, with keen features and Roman nose, manifesting his intense energy

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[4] Lankes, Frank J. "The Hydraulics." *Niagara Frontier (Buffalo and Erie County Historical Society)* (Spring 1955); 7.
[5] Larned, Josephus N. *A History of Buffalo: Delineating the Evolution of the City*. Vol. I. New York: The Progress of the Empire State Company, 1911. *Google Books*. Web. 20 July 2009; 41.
[6] Bingham, Robert W. *The Cradle of the Queen City: A History of Buffalo to the Incorporation of the City*. Buffalo: Buffalo Historical Society, 1931; 484.
[7] Heacock, who originally hailed from the Connecticut area, would have likely looked to the successful mill towns such as Lowell for his inspiration for the Hydraulics neighborhood in Buffalo. Lowell, Massachusetts today is home to several historic districts and National Register listed sites related to the textile and mill industry. These include Lowell National Historical Park (NR 1978), Lowell Locks and Canals Historic District (NR 1976, NHL 1977) and Lowell Historic Preservation District (NR 2001).
[8] Hickok, Charles Nelson. *The Hickok Genealogy: Descendants of William Hickocks of Farmington, Connecticut*. Rutland: Tuttle Company, 1938; 134- 135.

in every movement as he strode through the streets."[9] Along with Abel Grosvenor, Heacock established a dry goods general store, Grosvenor & Heacock, located on Main Street. Grosvenor married a sister of Heacock and in turn Heacock married a sister of Mr. Grosvenor, Abby Peabody Grosvenor, which indicated the close ties the two families shared. After the death of his partner, Heacock continued his business with Seth and Stephen K. Grosvenor, brothers of Abel. Heacock also served in the New York State militia during the War of 1812. Although he faced significant property losses during the British attack on Buffalo in 1813, including the loss of "twenty or thirty grindstones by the heartless thieves," Heacock quickly rebuilt and became a leading citizen in Buffalo.[10]

Heacock became a large land-holder in the Hydraulics neighborhood and a very influential citizen amongst the few thousand residents in the village of Buffalo (fig A-5). Among the many positions he held were fire warden in Buffalo in 1816, trustee of School District 1 in 1818, director of the branch Bank of the United States which opened in 1829, he was among the founders of the University of Western New York college in 1836, and Heacock became a proprietor of the Buffalo and Attica Railroad in 1843. Heacock also acted as a lawyer and was instrumental in the dredging of the Buffalo River which helped increased the size of the Buffalo Harbor in 1816, and a supporter of a Buffalo terminus for the Erie Canal in 1823. He also served as a State Assemblymember. Heacock was also active in Buffalo's First Presbyterian Church and was a leader of the Erie County Temperance Association in 1845.[11] It was noted that Heacock resided in a "fine large stone mansion" located in the Hydraulics neighborhood on property on Swan Street, but the exact location of the house itself is unknown.[12]

The Buffalo Hydraulic Association began their canal project by erecting a dam on the Big Buffalo Creek, diverting some of its water through a canal to Johnston's ravine. At the time of its construction, this canal (with the exception of its final terminus) was located wholly within the Buffalo Creek Indian Reservation, and permission for a fifty-foot right-of-way was obtained from the Ogden Land Company associates who owned the rights to the reservation land at the time.[13]

Excavation of the canal began in 1826 and was completed in 1828 (fig A-2). The origins of the canal were located at what is now Harlem Road in West Seneca, and it had an irregular course westward toward Buffalo. The canal ran parallel to Seneca Street and entered the millpond west of Fillmore Avenue. The dam in the ravine was enlarged which raised the level of the pond, spreading it to cover parts of Emslie and Lord Streets as far back as North Division. The opening of the canal was celebrated with an ox roast dinner and plenty of cider and whiskey at the Howard & Shaw's Inn which was thought to be located on Seneca Street about a mile from downtown, which would have placed it in the Hydraulics neighborhood.[14]

1.2 Rise of the Hydraulics Neighborhood (1830s-1840s)

By 1832 when Buffalo was incorporated as a city, the Hydraulics, as the neighborhood was known, had flourished to become a community of approximately 500 people.[15] Industry based around the Hydraulic Canal also thrived and the area boasted "a saw mill, grist mill, pail factory, woolen mill, shoe last factory, hat body factory, and brewery." Given the thriving industrial and residential component in the Hydraulics neighborhood, support industries also boomed. Businesses like a

[9] Johnson, Crisfield. *Centennial History of Erie County, New York: Being its Annals from the Earliest Recorded Events to the Hundredth Year of American Independence*. Buffalo: Print House of Matthews & Warren, 1876; 193.
[10] Quoted in Hill, Henry Wayland. *Municipality of Buffalo, New York: A History, 1720-1923*. New York: Lewis Historical Co, 1923; 841.
[11] Refer to Horton, John Theodore. *History of northwestern New York: Erie, Niagara, Wyoming, Genesee and Orleans Counties*. New York: Lewis Historical Pub. Co., 1947. See also Smith, Henry Perry. *History of the City of Buffalo and Erie County: With Illustrations and Biographical Sketches of Some of Its Prominent Men and Pioneers*. Syracuse: D. Mason & Co., 1884.
[12] Hill, 286.
[13] The Ogden Land Company was active in the Buffalo area following the War of 1812. The group attempted negotiating several treaties with the Seneca Indians who controlled the Buffalo Creek Indian Reservation territory in the early 1820s, but were thwarted in their efforts by the noted orator and Seneca leader, Red Jacket. Finally in 1826, the Ogden Company called another council meeting in the hopes of finally resolving their attempts at purchasing the Buffalo Creek land, and the Seneca agreed to sell eight-one thousand acres of land in the Tonawanda, Allegheny and Buffalo Creek reservations to the Ogden Company for fifty-three cents per acres and territory in the Green Bay area of Wisconsin. For more information on this deal, refer to Goldman, 30-32. Also Lankes, 8.
[14] Bingham, 484. Also Lankes, 8.
[15] Initially this area was known as Clintonville, likely in honor of Governor and Erie Canal Commission official, DeWitt Clinton. It appears to be unknown when exactly the area became known as "The Hydraulics" but likely it was shortly after the completion of the canal in the 1820s. Larned, 262.

grocer, drygoods store, meat markets, blacksmith shops, shoemakers and other commercial enterprises grew during this period, supporting the needs of the mill workers.[16] At the time, the neighborhood was a pointed projection at the eastern edge of the City of Buffalo, formed from East Eagle Street at the north and the Buffalo Creek Indian Reservation to the west.

As the area flourished, the Buffalo Hydraulic Association oversaw the growth and organization of the Hydraulics area. In 1835 streets like Van Rensselear, Heacock (named after Reuben Heacock), Red Jacket and Mill Street were laid out (fig A-3). This was followed in 1836 by Porter Street (later changed to Roseville in 1870). Other streets such as Hydraulic, Griffin, and Carroll and others were also likely laid out in similar fashion in the 1830s. By 1836, accounts indicate three saw mills, a woolen factory, a pail factory, a factory for turning bed posts, a grist mill, a brewery, and a tannery were in operation at the Hydraulics, and a village of 500 inhabitants grew up around them.[17] The number of streets laid out during this period is an indication of the growth and development of the physical layout of this portion of the City of Buffalo.[18]

During this era, Buffalo constructed several canals in the city, many linking Lake Erie, the Erie Canal and the Big Buffalo Creek into a network of waterways. In the early 1800s, canals were seen as the most modern transportation technology available. Roads in the period were often crude, unreliable, rough dirt paths which could easily turn to mud in the rain and snow of the northeast through much of the year, causing wagon traffic to slow to a crawl and costing valuable time and money. Canals provided a better alternative for reliably, inexpensively and quickly transporting bulk goods between vast distances.[19] The first and most prominent of Buffalo's canals was the famous Erie Canal, which served as a primary artery for quickly, cheaply and reliably transporting goods, raw materials and people between the East Coast and the developing Great Lakes region. Following the completion of the Erie Canal in 1825 and the Hydraulic Canal in 1828, in the 1830s Buffalo began exploring the idea of linking these two waterways together. In 1833 initial cost estimates to connect the Erie Canal terminus at Main Street to the Hydraulic Canal was put at over $8,000, and by 1835 the city had taken control of the necessary land for the new canal project. After legal issues arose, including the claims by the City Attorney that the City of Buffalo did not have the right to excavate the new canal, the state assumed control of the project around 1840. Finally in the spring of 1852 the Main and Hamburg Canal was opened to navigation.[20] This waterway, which connected directly to the Hydraulic Canal via the Mill Race, provided a solid, navigable course between the industrial areas to the east and the unlimited shipping potential which the Erie Canal at the western end represented.

Besides the use as a hydraulic power source in the neighborhood, the Hydraulic Canal in this early period was also used as a means of transshipment of goods and people like its more prominent neighbor, the Erie Canal. The Native Americans were given free use of the canal for travel by canoe to and from the Hydraulics neighborhood. Farmers, however, who used the canal when the local roads were deemed impassable, were charged tolls to haul grain, live stock and produce. Given the location of the neighborhood on the edge of the forested wilderness further to the east, the Hydraulic Canal also was used to ship lumber and wood to and from the city's thriving saw mill and planing mill industries.

Due to later construction and development, nothing remains of the earliest wave of settlement in the Hydraulics neighborhood with the exception of the Noah H. Gardner House at 852 Seneca Street. This simple yet stately house which appears to have originally been constructed ca. 1835 may be the oldest extant houses in the Hydraulics neighborhood and among the oldest in the city of Buffalo. The extended rear roof portion gives the building a salt-box massing, which was typical of early house designs of this period. The Gardner House may have been a Federal or late Georgian house based on its form, but due to the excess of replacement materials including vinyl siding and shingle sheathing, much of the original appearance is lost. The foundation appears to have been reinforced with brick at some point, which was obviously laid around the original stone foundation, and this causes the raking of the siding above. An arched entry pavilion has been attached to the Seneca Street façade, perhaps in Victorian times, obscuring the original

[16] Lankes, 8.
[17] *A Directory for the City of Buffalo; Containing the Names and Residence of the Heads of Families and Householders, in Said City, on the First of May, 1836.* Buffalo: Charles Faxon, 1836.
[18] Refer to Bureau of Engineering. *Index of Records of Streets, Public Grounds, Waterways, Railroads, Gas Companies, Waterworks etc. of the City of Buffalo from 1814-1896*. Buffalo: Wenborne Sumner Company, 1896.
[19] The Erie Canal had an immediate impact on the shipment of goods in the nation. The cost of shipment between the Hudson River valley and Lake Erie dropped from $100 per ton to $10 per ton, and took 10 days rather than 20 days to get there. Larned, 121.
[20] Refer to *Index of Records of Streets*…, 407-409. Also Whitford, Noble E. "Whitford's History of New York Canals. Chapter XIII, Slips and other Adjuncts of the Erie Canal at Buffalo. (1905)." *Rochester History Resources*. 2000. Web. 30 July 2009.

central entry door. Proprietor of a successful tannery business which harnessed the power of the Hydraulic Canal to the north of the house, Noah Gardner was one of the area's early business pioneers. Due to extensive remodeling, this house does not appear to be National Register eligible at this time, but as potentially the oldest existing house in the Hydraulics, it merits mentioning.[21]

1.3 End of the Canal Era in the Hydraulics Neighborhood (1840s-1880s)

Despite the prosperity which the Hydraulic Canal brought, the canal era lasted only a few decades in the Hydraulics neighborhood. The completion of the Buffalo & Aurora Plank Road in 1849 served to connect the city to its neighboring towns and villages, acting as a turnpike connecting the city line (then the eastern boundary of the Hydraulics at what is today Smith Street) to the village of East Aurora. This new road acted as an improved conduit for the farming traffic entering the city from the southern tier of Erie County, and challenged the canal as a source of local transportation.[22] Serious design flaws in the canal, coupled with the rise of new transportation technologies such as the railroad, spelled the demise of the Hydraulic Canal in the mid-nineteenth century.

Despite Heacock's vision of the area becoming one of the nation's top hydraulic mill districts, the Hydraulic Canal was never able to support a strong milling industry. Despite the founding of a woolen mill by James Durick of Heacock and Durick in the 1840s, Buffalo's textile and mill industry never was able to reach the level of several New England towns such as Lowell, Massachusetts.[23] Buffalo's mills dwindled in the face of competition from other local towns, including the Hydraulic Canals built in Lockport and Niagara Falls and were further crippled during the nation's devastating economic recession from 1837 to 1842.

Perhaps the most devastating blow to the Hydraulic Canal was its infamous link to disease and pestilence. Settlement in the city of Buffalo had expanded by the mid 1900s, which increased the population in areas including the Hydraulics neighborhood. This increasing residential and manufacturing population in the area put new stresses on the Hydraulic Canal which had not been an issue when the area was less developed. The prosperous tanneries, slaughter houses and livestock farms in the area often disposed of their refuse in the Hydraulic Canal and its waterways, filling it with solid waste to the point where the dam at Harlem Road had to be raised to insure the continuous flow of water to the mills. Not only did the raising of the dam flood nearby farm lands, causing the loss of productive acreage, but the poor circulation of the Hydraulic Canal itself caused much of the polluted water to stagnate.[24] In 1849, Buffalo faced a severe cholera epidemic which devastated the local population. Originating in May of that year, by autumn, over 2,500 cases of cholera were reported in a total city population of just over 18,000 residents, with 877 deaths and possibly more attributed to the disease. The origin of the epidemic was traced to the eastern portions of the city, and the foreign residents who lived in cramped temporary shanties in the Hydraulics area, coupled with the polluted and stagnant water in the canal itself, were blamed for the outbreak and spread of the illness.[25] Although legal action was taken in response to the public health concerns the canal presented as early as 1851, the canal remained open and conditions persisted. By 1863, the canal was declared a public nuisance. In 1872 the Buffalo Hydraulic Association brought charges against area butcher and meat packer Henry Kamman for "filling up the canal of said corporation," in a half-hearted attempt to curb the pollution of the canal, but these charges were later dropped.[26]

The Hydraulic Canal lost much of its political steam during this period as well. Political infighting divided the Buffalo Hydraulic Association members as early as the 1830s, and by the mid-nineteenth century the public opinion of canals was shifting. No longer thought of as the height of modern transportation technology following the growth of the railroad industry, the canals were frequently seen as breeding grounds of illness and disease in the city such as the cholera epidemic. The Buffalo Hydraulic Association was increasingly viewed as a negligent organization responsible for the poor conditions associated with the canal, and by 1872 the City Attorney was directed to prosecute the group, divest it of its property, rights and powers and dissolve the corporation. A report on the dissolution was presented on March 29th, 1875.

[21] The Noah H. Gardner House may be National Register eligible with careful restoration.
[22] *Buffalo - Old and New: A Chronological History of the Queen City of the Lakes.* Buffalo Courier, 1901.
[23] Refer to Elsesser, Harvey. "Buffalo: Hydraulic Canal." TS. Grosvenor Room, the Buffalo and Erie County Public Library. Located in the Hydraulics Neighborhood Vertical Files; 2.
[24] Lankes, 8.
[25] Larned, 60-61.
[26] Elsesser, 2

Shortly thereafter the Hydraulic Association was indicted as a nuisance, and after a remarkable 50 year lifespan, the organization was formally dissolved on June 19th, 1876.[27]

The enthusiasm for the entire canal system in Buffalo rapidly waned towards the end of the nineteenth century. The dirty, stagnating water of many of the poorly-designed canals led many of Buffalo's canals to be closed and infilled. The large Main and Hamburg Canal was itself deemed a public nuisance in 1855, facing similar stagnation issues as the adjoining Hydraulic Canal. In the 1870s, various plans for the abatement of the Hydraulic Canal included building ditches, connecting the canal into the Buffalo River and other ideas were considered. By 1883 the Hydraulic Canal and its ponds were filled in and incorporated into the subterranean sewer systems. North Canal and South Canal Streets, which had flanked the canal path just north of Seneca Street became reincorporated into the neighborhood as Seymour Street, whose oddly angled layout is today one of the few reminders of Buffalo's second canal. Much of the right of way became integrated into the growing railroad network in the area.[28] The Hydraulic Canal had disappeared from the Buffalo urban landscape.

1.4 A History of the Railroads in the Hydraulics Neighborhood (1840s-1920s)

As the Hydraulic Canal faded from memory, the rise of the railroads began to dominate the development of the Hydraulics neighborhood. This new transportation system played a significant role in shaping the industrial and commercial growth of the Hydraulics neighborhood in the mid- to late-nineteenth century. Throughout the nineteenth century, Buffalo served as a hub of many railroads including the New York Central, Western NY & Pennsylvania, Buffalo Creek, West Shore, Erie Railway and numerous others. The city's role as a prominent shipping port between the East Coast and the Midwest, which had spurred the creation of the canal system, led to Buffalo's growth as a rail center. As early as the 1840s Buffalo was a crowded rail center, competing with the canal boats as a mode of transshipment.[29]

The Hydraulics area, being one of the city's earliest industrial centers, was a logical location for many rail lines. Being located to the east of the central downtown area, the Hydraulics saw many rail lines cut through the neighborhood on their way to Albany, New York City and the East Coast. The area's first rail line was the Attica & Buffalo Railroad which was incorporated May 3, 1836.[30] On September 2, 1842 rail linked Seneca Street in Buffalo to Darien in Genesee County, and the entire line from Buffalo to Attica was opened on November 2, 1843.[31] The Attica & Buffalo Railroad ran through the Hydraulics neighborhood, intersecting Exchange, Seneca, Swan North and South Division and East Eagle Streets on a diagonal north-eastern track, and it connected Buffalo with Albany through a chain of connected railways.[32] The new rail line, which served as the first true rail connection out of Buffalo, was touted by many of the city's most prominent leaders. Among its directors in 1843 was Reuben B. Heacock, who had been a driving force in the development of the Hydraulic Canal in the 1820s.[33] The proximity of many of Buffalo's early industrial and manufacturing facilities to the new Attica & Buffalo line allowed for the easy import of raw materials and export of finished products. Like many of the nation's smaller railroad lines, the Attica & Buffalo Railroad and the Tonawanda Railroad were consolidated, creating the Rochester & Buffalo Railroad on October 8, 1850.[34] By 1853 the Rochester & Buffalo line was again consolidated as a part of the creation of the New York Central Railroad which became a significant physical presence in the Hydraulics neighborhood. By the turn of the twentieth-century Buffalo had become a significant center from which radiated many commercial routes, both by water and by rail. In 1907 the Buffalo Chamber of Commerce boasted that the city had an area of 450 miles of tracks and railroad companies owned over 3,600 acres of property within the city limits.[35] Much of this rail ran through the Hydraulics (fig A-6).

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[27] *Index of Records of Streets*…, 346.
[28] Larned, 171.
[29] Goldman, 62
[30] The Attica & Buffalo Railroad was Buffalo's second rail line, following the construction of the small Buffalo & Black Rock line which was built in 1833 at a length of approximately 3 miles. Dunn, Edward T. *A History of Railroads in Western New York*. New York: Canisius College, 2000; 14-15.
[31] Dunn, 6-7
[32] According to 1847 map, also Larned, 125.
[33] Dunn, 7.
[34] *Ibid*, 14.
[35] Larned, 131.

As was the case with most early rail lines, the earliest tracks were laid at street level. Early on in the history of railroads in Buffalo, concern grew as people were being injured and killed by trains as they crossed streets which intersected with the rail lines. In 1852, the city began to investigate the issue of at-grade rail crossings, and in 1856 the elevation of Michigan Street over the New York Central rail lines was planned by City Engineer Peter Emslie; however this plan did not materialize. The issue was picked up again in 1887 when the Common Council adopted a resolution which required the inspection by the Board of Railway Commissioners of the State of New York of the entire rail system "with a view to securing [the] recommendation of a comprehensive plan for elevating the tracks over the street crossings, or otherwise providing suitable remedies."[36] The Grade Crossing Commission made up of city officials and business leaders was formed, and after over a year of debate and study, in 1888 the Grade Crossing Act was established which would abolish all at-grade crossings in Buffalo. The following year a contract with the New York Central Company was signed to begin work on the crossings, but work was delayed further. Finally the city contracted all the major railroad companies, and work began on creating viaducts (spans used to carry a road over railroad lines) and subways (an underground passage enabling the road to travel beneath the rail lines) to prevent the intersection of roads and rail lines. Work on these structures began in 1895/96 and continued into the 1910s.[37]

At-grade rail crossings would have been an issue faced in the Hydraulics neighborhood in the mid-nineteenth century, as rail lines laced and bisected many of the residential and commercial streets. In 1887, Thomas W. Spencer, Inspector of the State Board, presented a detailed report which outlined his recommendations for the grade crossing issue. Among his many recommendations was creating a viaduct in Seneca Street over the New York Central, West Short and the Western New York and Pennsylvania lines which was estimated to cost $83,000.00 of which the railroads would pay slightly more than half.[38] This iron viaduct, which appears to have been constructed in the 1890s based on maps of the area, ensured a safe and easy link between Buffalo's downtown and the Hydraulics neighborhood. The subway which ran Swan Street beneath the tracks also appears to have been constructed around the same period. Several other iron and steel railroad viaducts and subways were constructed in the neighborhood as a means to prevent congestion and traffic issues. Steel railroad subways were constructed on East Eagle (fig C-12), Emslie, North Division, and South Division Streets, likely dating to the 1910s or early 1920s.[39] Today, the iron viaduct on Seneca Street has been replaced with a more modern elevated roadway, but it appears that the original steel subway still remains on Swan, East Eagle, Emslie, North Division, and South Division Streets.[40] As it was back at the turn-of-the century, these steel structures are a significant feature in not only the commercial and industrial areas of the city, but also in the residential portions as well. Even in the residential sections of the Hydraulics, the bond between the neighborhood and the railroads is a palpable and undeniable feature.

1.5 The Age of Big Business and Industry in the Hydraulics Neighborhood, and the Rise of the Larkin District (1860s-1950s)

Around the turn of the twentieth century, the Hydraulics neighborhood was a booming commercial and industrial center in the city of Buffalo. Despite its relatively small size, the area boasted numerous large manufacturing facilities and successful commercial enterprises along the Seneca and Swan Street corridor. The Hydraulics became a natural location for a wide variety of industries and businesses to emerge during the late nineteenth-century as grain, cattle and raw materials flowed into the city of Buffalo via the Erie Canal and railroads. The prosperity of the city in this era made it very attractive to immigrants, many of German and Eastern European descent, who settled in the city. As early as 1855, over sixty-percent of the city's 74,214 residents were foreign born.[41] Many immigrants, eager for the opportunities for employment and work which Buffalo provided, brought their trades from their home country. During this era, the

[36] Quoted in Larned, 132.
[37] *Ibid*, 132-134.
[38] Adam, Robert B. "History of the Abolition of Railroad Grade Crossings in the City of Buffalo." *Publications of the Buffalo Historical Society* VIII (1908): 151-255; 158-159.
[39] The Hydraulics area also featured other elevated viaducts in its history. Another steel viaduct on Seneca Street over Smith Street was also present. Van Rensselaer Street also featured a steel viaduct from Roseville to Seneca Streets in the early twentieth-century, elevating the street over Carroll Street and the Erie Railroad lines which ran just south of Exchange Street. Larkin Company buildings along this street featured second-story entry doors which opened onto the elevated roadway. This viaduct was later removed and the Van Rensselaer Street viaduct was removed, possibly in the 1960s or 70s.
[40] The original iron viaduct over Seneca Street appears to have existed at least until the 1960s as it appears in several period photographs.
[41] Goldman, 72.

Hydraulics neighborhood became a self-sufficient, self-contained area of the city and contained large residential areas which housed local workers and business owners, churches, schools and other support buildings.

The Larkin Company, manufacturer of soaps and toiletries, was certainly the most notable business which originated in the Hydraulics neighborhood. Discussion on the founding of the company and the role it played in the Hydraulics neighborhood follows in Section 2.

During the later half of the nineteenth-century, Buffalo was home to a thriving cattle and livestock trade, and at the time, Buffalo boasted being second to only Chicago in the number of cattle and hogs which came through the city. [42] Given the Hydraulics neighborhood's proximity to these livestock yards and rail lines, the area became a popular place where many German butchers settled to practice their trade. The Kamman family immigrated to the Hydraulics neighborhood in the mid-1800s from their native Germany, and brought their family trade of meat packing and butchering to their adoptive neighborhood. While Henry ran his shop at 573-575 Seneca Street at the corner of Jefferson Avenue, his brother John F. began purchasing property in the 700 block of Seneca between the 1850s and the early 1860s. Here in the center of a large parcel of land, the J.F. Kamman Slaughterhouse with its series of barns, processing buildings and sheds was constructed. By the 1870s, fronting onto Seneca Street on the property was a shop run by the Kammans located at 759 Seneca which also acted as the family homestead for several members of the large Kamman clan. Around 1886 the Kamman Building was constructed by John F. Kamman at 755-757 Seneca Street (NRE, fig C-6). Butchery was the Kamman family trade; John H. Kamman (son of Henry) and the John H. Kamman Company became one of the city's largest meat markets and grocery store chains in the area, operating over 30 stores in the city, at least one located in the Hydraulics area in the Kamman Building at 757 Seneca Street in 1903.

Rivaling the more successful Larkin soap company was the A. Hoefner & Sons soap company, located at 160-174 Van Rensselaer Street. Established by Anselm Hoefner in 1854 on the banks of the Mill Race for the Hydraulic Canal, the Hoefner company (like the Larkin Company) also utilized the rail lines and raw animal fats (byproducts of the thriving slaughterhouse industry in the area) available in the Hydraulics neighborhood. The company used premiums as a means of selling their products, often including beautifully printed trade cards in their packaging. The Hoefner company marketed a wide variety of soaps including brands such as "Chief," "Star," "Snow Ball," "Silver Gloss," "Cocoa Floating," "Extra Olive," and "Pine Tar." The Hoefner company also displayed their product line at Buffalo's 1901 Pan-American Exposition, bringing their line to a wide audience. The company's primary building, depicted as a spacious four-story brick building was constructed in 1881. The company went out of business in 1929, and the building has since been demolished.[43]

Buffalo in the nineteenth-century was one of the largest shipping centers in the United States. Products of all types were being shipped in and out and through the city by canal, rail and by road. Since raw materials were often shipped into the city, businesses were established which involved the packaging and storage of smaller, consumer-sized portions. One of these businesses was the F.N. Burt Company in the Hydraulics neighborhood who specialized in the manufacture of paper boxes. Initially established as a printing company in 1886 by F.N. Burt, the company printed legal briefs and drug labels. Burt began box making in at 440 Main Street in 1896, before beginning construction of the Hydraulics facility in 1901. Located along Hamburg Street between Seneca and Myrtle Streets, the F.N. Burt Company building (NRE) went through several additions and expansions lasting until 1927. The 400,000 square foot facility was constructed in several different materials ranging from the more decorative early brick to the more industrial appearing reinforced concrete framed sections. Mary Cass continued the company when she took over as president in 1901, expanding the product lines available from the F.N. Burt Company; the company gained a national reputation for its innovative and specialized shipping boxes which included the difficult-to-produce round and oval shapes. The Burt Company produced boxes for the cigarette industry, fishing lures, household products and by the 1950s was noted as being the largest supplier of packaging to the cosmetics industry.[44]

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[42] D.M. Joslyn opened Buffalo's first stock yard in 1852, located at the Jamison Tavern on Seneca Street. In 1855/56 the New York Central and the New York and Erie Railroad companies began building pens for loading cattle and hog cars. In 1863 the New York Central and Hudson River R. R. Co. opened the East Buffalo stock yards which centralized Buffalo's livestock trade. Larned, 245.

[43] Hawley, Chris. "Larkin was not the only soap biz in town." *The Hydraulics | Est. 1827 | Larkin District | Buffalo, New York*. 2008-2009. Web. 30 July 2009. http://www.thehydraulics.com/the_hydraulics/2009/02/larkin-was-not-the-only-soap-biz-in-town.html

[44] Hawley, "F. N. Burt was world's largest paper box manufacturer." http://www.thehydraulics.com/the_hydraulics/2009/03/f-n-burt-was-worlds-largest-paper-box-manufacturer.html

The Hydraulics neighborhood also boasted its own successful brewery. Immigrating to Buffalo from his native Belfast, Ireland in 1849, William W. Sloan selected the Hydraulics as the perfect location for this brewery. Grain was one of the primary raw materials which were being shipped from the Midwest through Buffalo at the time, and it would have provided ample supply for establishing a brewery, and plethora of German, Irish and Polish laborers in the area created a ready market for his ales and porters. In 1856 Sloan purchased the Gilman and Barton Brewery which he then demolished, building in its place a new, modern state-of-the-art brewery and malt-house at 686-702 Carroll Street just south of the J.F. Kamman Slaughterhouse. Sloan's Hydraulic Brewery was at the time the largest in the entire city of Buffalo. In 1885, the Hydraulics Brewery brewed 3,000 barrels of its variety of beers. The company thrived until the death of William Sloan in 1901 when it was then purchased by the Seitz Malting company of Easton, Pennsylvania.[45]

For many years, the F.X. Winkler and Sons grocery store served the local Hydraulics community (fig B-13). Founded in 1857 on Seneca Street, the store remained virtually unchanged and was operated by members of the Winkler family until its closure in 1968. A model of the type of live-work neighborhood the Hydraulics was during this period, Winkler constructed his large brick Romanesque-Revival building at 760 Seneca Street (NRE, fig C-7) around 1893 and a few years later his spacious Queen Anne-styled residence at 103 Seymour Street was constructed backing up on the same property. Mr. Winkler could literally walk out his backdoor, cross his backyard and reach his business.[46]

Other prominent industries and businesses in the Hydraulics neighborhood include the American Radiator Works at Roseville and Larkin Streets, The Iroquois Door Works at the corner of Larkin and Exchange Streets (NRE, fig C-2) and the Buffalo Lounge Company along Exchange Street (NRE, fig C-1). The John D. Langner & Bros. Feed Mill was located at the corner of Hydraulic and Seneca Streets as early as the 1880s, and Andrew Keller and Henry Deuchler established three drug stores along Seneca Street. Additional industries in the neighborhood included sheep skin processors, paint makers, grease rendering, tanneries and even an Iron Works located along South Division Street (partially extant). The Great Atlantic and Pacific Tea Company (later known as the A&P grocery chain) established a large warehouse in the neighborhood at Swan and Hamburg Streets (NRE, fig B-11). The Hydraulic Hotel was located in the 1920s at the corner of Seneca and Emslie Streets (partially extant). Constructed around 1900, the building at 740 Seneca Street (NRE, fig B-14) was formerly used as Henry Schaefer's grocery and later the Marine Trust Bank Building. The wide variety of businesses and manufactories in the area is an indication of the prosperity of the neighborhood and the opportunities which were available at the height of the Hydraulics neighborhood's success.

The residential areas of the Hydraulics neighborhood are primarily located just north or to the south of the commercial and industrial Seneca Street core. A majority of the housing stock is modest, one-and-a-half or two-story front-gabled workers cottages, which could be quickly and inexpensively constructed for the largely working-class immigrant population (fig B-12; fig C-8). These houses likely began being constructed in the Hydraulics in the mid-nineteenth century, as the area began seeing rapid industrial growth, and continued to be constructed until the turn of the twentieth-century. These long, narrow houses which often had telescoping rear additions constructed as family growth demanded and finances permitted could be fit into the small parcels of land in the area, which created density along the primary residential streets such as East Eagle and North Division Streets to the north and Roseville Street to the south. An inexpensive option to single-family detached housing was the neighborhood's numerous apartments, flats and boarding houses. These housing options were located in the upper floors of many of the commercial buildings which lined Swan and Seneca Streets.

Following the closure and filling of the Hydraulic Canal, what had previously been North and South Canal Streets was refashioned to form Seymour Street in the 1880s. Seymour Street is one of the more "fashionable" residential streets in the Hydraulics neighborhood. It features larger, predominately Queen Anne styled houses, which often were the homes of the more successful business owners in the area (fig C-9). These houses include the home of Frank X. Winkler at 103 Seymour Street (NRE), owner and operator of the F.X. Winkler & Sons grocery store which operated facing onto 760 Seneca Street (NRE). The size and detailing of these homes indicates the wealth and prosperity which some area residents accomplished in the Hydraulics neighborhood at the turn of the century.

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[45] Jablonski, Peter. "The Hydraulic Brewery." *Buffalo Architecture and History*. Web. 30 July 2009. <http://buffaloah.com/h/hydraulbrew/index.html>.

[46] Hawley, "Who knew 760 Seneca Street had such a cool story?" http://www.thehydraulics.com/the_hydraulics/2009/01/who-knew-760-seneca-street-had-such-a-cool-history.html#more

The Hydraulics boasted several churches which served the spiritual needs of area residents. St. Patrick's Roman Catholic Church (founded originally as St. Vincent de Paul) was established at Seymour and Emslie Streets in 1853, and the while the original church building was a small frame chapel, a large sandstone Gothic Revival church and monastery designed by C.K. Porter and Sons were constructed on the site in 1891 (fig B-17; fig B-18).[47] Although the church was demolished in the 1960s, the monastery still stands (NRE, fig C-10). The Sacred Heart Roman Catholic Church was founded on Seneca Street in 1875, and was purchased by the Larkin Company in 1911 to be used as an auditorium (fig B-14). Sacred Heart also constructed a rectory (NRE) in 1890 among other buildings on the property.[48] The main church was demolished in 1937 (fig B-6). St. Matthew's German Evangelical Church (NRE, C-11) is the oldest surviving church and ecclesiastic building in the neighborhood. It was established in the Hydraulics area by a group of German immigrants (including local butcher John F. Kamman) and the congregation constructed a stately brick Romanesque Revival church building and school at 688 Swan Street in 1868-69. Religion played such a central role in the lives of the Hydraulics neighborhood residents that in 1950 a shrine to the Virgin Mary was constructed by local barber Joseph Battaglia. Constructed in front of his own Seneca Street barber shop, Battaglia constructed the "Our Lady of Seneca Street" shrine after claiming to see a vision of the Blessed Mother.[49]

In order to serve other needs of area residents, the Hydraulics neighborhood also featured several service-related establishments during its golden age. On October 5, 1893, the South Buffalo Post Office Station "D" was opened at 755 Seneca, serving as the first post office branch in this area of the city of Buffalo. It later was housed at the corner of Hydraulic and Seneca Streets. The neighborhood's fire department was founded on October 18, 1845 when Hydraulic Engine Company No. 9 was established. This company was later reorganized as Engine Company No. 32 and Hook and Ladder Co. No. 5 and was located at 700-702 Seneca Street near the Swan and Seneca Streets junction. In 1955 the Buffalo Firehouse Engine 32 Ladder 5 building was constructed, located at 700 Seneca Street (NRE). The Hydraulics neighborhood also featured several school buildings. In addition to the parochial schools established by Sacred Heart (opened 1875), St. Patrick's (founded ca. 1868) and St. Matthew's (1868-69) churches, the neighborhood was served by Public School No. 5 at the corner of Hydraulic and Seneca Streets.

During the end of the nineteenth-century and into the twentieth-century, the Hydraulics neighborhood was a thriving, self-sufficient community within the larger City of Buffalo. The area had a unique identity and culture and offered all available public, religious and community services to its residents. Although the neighborhood had lost its namesake, the Hydraulic Canal, the community continued to have a strong self-sufficient identity within the larger city of Buffalo.

1.6 The Decline of the Hydraulics Neighborhood (1950s- present)

Although the Hydraulics neighborhood continued to thrive into the twentieth-century, by the mid-1900s, the area faced increasing economic difficulties. Like the city of Buffalo as a whole, job loss, declining population and the aging of the transportation infrastructure began to cripple the Hydraulics neighborhood.

Times were quickly changing in Buffalo during the post-World War II era. By the 1940s and 50s, the city's railroads and factories, which had been constructed nearly a century earlier, were rapidly aging and becoming obsolete. Buffalo also suffered from a series of crippling labor strikes which made many industry and business owners leery. Many of Buffalo's largest manufacturers began leaving in order to build new state-of-the-art facilities in other places; Spencer-Kellogg, the nation's largest linseed oil products maker relocated its 50+ year old plant in 1952, followed by Dupont who constructed a new multimillion dollar plant in Ohio. Many of Buffalo's other largest manufactures and industries also left the area, and as jobs left the region, so too did the residents. During this period, the population of the city of Buffalo reached its peak of 532,759 in the 1960 census, and began to decline as residents relocated to cities with more jobs and prospects. The city's

[47] *Municipality of Buffalo, New York: A History, 1720-1923*, 663.
[48] Haden, Joe. "Sacred Heart." Buffalo's Faith Elevators. Web. 2002. 30 August 2009. <http://www.faithelevators.us/sacredheart2.html#Hydraulics Landmark Goes>.
[49] The shrine still remains standing today, despite the fact that Battaglia's barber shop has been demolished. The shrine was the inspiration for local playwright Tom Dudzik's play about growing up in the Hydraulics neighborhood in the 1950s, called "Our Lady of South Division Street." Hawley, " Playwright Dudzick to reveal "Our Lady of South Division Street"." http://www.thehydraulics.com/the_hydraulics/2009/01/exclusive-playwright-dudzick-to-reveal-our-lady-of-south-division-street.html.

once-prosperous industries such as the grain trade, railroad commerce, steel manufacture and other industrial concerns began leaving Buffalo beginning in the mid-twentieth-century.[50]

Like the city of Buffalo, the Hydraulics neighborhood also suffered the loss of many of its industrial and manufacturing enterprises. Perhaps the most significant development which impacted the local economy in the neighborhood was the construction of the Niagara Branch of the New York State Thruway (I-190). Completed in 1959, the Niagara Thruway traced much of the earlier Erie Canal and Main and Hamburg Canal rights-of-way (by then infilled) and was constructed on the former Scott Street just south of the primary core of the Hydraulics neighborhood (fig B-9). The elevation of the roadway, coupled with the congestion, noise and pollution, created a physical rift between areas to the north and south of the Niagara Thruway; the road literally became a line which marked a physical and psychological barrier. While initially the Thruway project, like other highway projects going on across the county at the same time, was seen as beneficial and a means to modernize transportation to and from the city, it soon proved to have the opposite effect on the city.

The Larkin Company, the neighborhood's largest and most prominent business, began its financial decline as early as the 1930s and was out of business by the 1940s. While this was partially due to internal financial mismanagement, it was also due to the loss of catalogue-sales, the company's financial backbone since the 1870s. The company could not complete with the discount chain stores which popped up in the growing suburban landscape, the growth of which was aided in large part by increased mobility via better highways and roads which encouraged increased reliance on automobiles. Customers were no longer shopping locally, as they were encouraged by the new roadways to seek discounts and bargains wherever they were cheapest throughout the region. 1959, the same year the Niagara Thruway was opened, also saw the loss of several key businesses in the Hydraulics. The F.N. Burt Company, maker of paper boxes, as well as J. W. Clement, and the Keystone Warehouse Co. constructed new facilities in the Buffalo suburbs of Cheektowaga and Depew, areas made easily accessible via the new Thruway system. The opening of the highway system proved devastating for the commercial interests in the Hydraulics as well; Seneca Street retail merchants reported an overnight drop of 75% in traffic on the street as commuters bypassed the smaller street for the new highway.[51]

Maps and photographs of the neighborhood reveal the true extent of the damage to the Hydraulics neighborhood. Once the area was packed with buildings along all the streets; brick multi-story commercial buildings lined Seneca Street, with dense rows of houses in residential areas. Large industrial buildings jockeyed for space with railroad buildings and other manufacturing facilities. After the downturn the neighborhood faced in the 1950s and 60s, many of the properties were abandoned and neglected as people and business left the Hydraulics for the suburbs. These properties fell into a general state of disrepair and were demolished, clearing large vacant lots and parking areas in the dense urban fabric. The demolition of the renowned Larkin Administration Building in 1950 began the wave of demolitions which destroyed entire blocks of the Hydraulics neighborhood.

Today there are large holes cut into the architecture of the Hydraulics neighborhood. Many of the houses have been modified with new materials, odd additions and alterations and some have entirely lost the character of the original design. Some of the houses which have been maintained now are sheathed with modern materials such as vinyl siding and have had replacement windows inserted, also negating the original historic character of the building. Neglect is still a primary concern for many buildings, and properties are lost each year to arson. Commercial properties fared equally as poor as their residential counterparts. A majority of the original architectural stock of streets like Seneca Street has been lost to demolitions, and many remaining commercial properties are significantly disfigured by later alterations and modifications. Industrial building have fared much the same. The handful of buildings which do remain and do retain the original character of their architecture in the Hydraulics neighborhood are rare surviving examples of what the neighborhood once was at the height of its prominence.

2.0 THE LARKIN COMPANY, 1875- 1940s[52]

[50] Goldman, 268-269.
[51] Hawley, "Niagara Thruway sped the decline of the Hydraulics." http://www.thehydraulics.com/the_hydraulics/2009/03/niagara-thruway-sped-only-the-decline-of-the-hydraulics.html
[52] Much of this information comes from Quinan, Jack. *Frank Lloyd Wright's Larkin Building Myth and Fact*. New York: University Of Chicago, 2006.

2.1 John D. Larkin and the Larkin Company

Of all the businesses and industries which found a home in the Hydraulics neighborhood, by far the largest and most successful was the Larkin Company, makers of soaps, toiletries and a wide variety of household products. In the age before the industrial revolution of the mid-nineteenth-century, soap making originally was a small, cottage industry in the United States. Soap making became one of many industries which benefited from mass-production, thanks to new machinery and technologies. Like many of the companies in the neighborhood, the Larkin Company took advantage of the Hydraulics area's proximity to regional and national transportation routes, raw materials and ample labor force. Rising from humble origins in the late-nineteenth-century, by the early twentieth-century the Larkin Company grew to become one of the largest companies in the city of Buffalo and also the country.

John Durrant Larkin was born in Buffalo in 1845 at 13 Clinton Street (where the NRE Lafayette Hotel now stands), the middle child of seven born to Mary Ann (Durrant) and Levi Larkin, founder of the Clinton Iron Works.[53] John D. Larkin became involved in the soap industry in 1862, when he began working as a clerk in the office of the Buffalo soap works of his brother-in-law, Justus Weller. By 1865, Larkin was made a partial partner in the company, and when Weller decided to relocate the company to Chicago in 1870, Larkin was invited to relocate with the firm, becoming a full partner. Larkin spent five years in Chicago, forming personal connections and learning much about the business end of the company. His time in the growing metropolis laid the foundation for his later individual career in the soap industry.

Sometime in 1871 Larkin was introduced to Weller's uncle, Dr. Silas Hubbard, who lived in Bloomington, Illinois. The relationship between the Hubbard family and John Larkin became a significant association, and the two families would become intertwined following this initial meeting. Dr. Hubbard's teenage son, Elbert, was encouraged to join the soap company of Larkin & Weller as a salesman, and John Larkin would marry Elbert's older sister, Frances (or Frank as she was nicknamed), in 1874. The happy times of the Weller, Hubbard and Larkin families would not last for long, and by 1875 Justus Weller's marriage to Mary Larkin ended in divorce, forcing John D. Larkin to leave the Larkin and Weller company to establish a soap works of his own.

After travelling to Boston, Larkin eventually returned to his hometown of Buffalo, which provided the transportation and animal fats needed to grow a successful soap industry, especially the Hydraulics neighborhood. Larkin's first factory was located at 196-198 Chicago Street in Buffalo's Old First Ward area, and by 1877 the company had grown so rapidly that Larkin purchased property at 667 Seneca Street in the Hydraulics neighborhood in order to build a larger factory, adjacent to rail lines and the needed raw materials.[54] Larkin employed his brother-in-law, Elbert Hubbard, as his first salesman and a one-third partner. Hubbard travelled widely for the company in his years as a salesman or "slinger" as they were known, spending the years between 1875 and 1878 travelling between Buffalo, Chicago and Milwaukee. In 1875, Hubbard's role in the company grew, and he hired Frank Martin from Dayton, Ohio to lead a crew of door-to-door "slingers" for the company. In 1879, Frank's young thirteen-year-old brother Darwin D. Martin was brought to Buffalo as one of the "slinger" crew. By the late 1870s, the "J.D. Larkin & Co." firm was well established.

During the height of its activities, the Larkin Company was a sales and marketing pioneer. The company's initial sales strategy was a typical, door-to-door campaign which brought the soap and toiletry products direct to the consumer. In the early 1880s the company began including a small premium item, such as a handkerchief or a small chromolithograph, in each box of soap to entice customers to purchase larger quantities. The idea of including a premium was not invented by the Larkin Company, but the company was highly successful at the combination of direct-mail solicitation to the customer (rather than a shopkeeper or middle-man), and the enticement of premiums allowed the company to sell directly to the customer. By 1885 the Larkin Company was able to completely eliminate the middle-men from its business dealings. In 1886, Larkin marketing mastermind, Elbert Hubbard, created the successful "Combination Box," an assortment of soaps and toiletry items which was shipped on thirty-days approval, allowing customers to try and use the products or return them for a refund. The company's selection of premium items also expanded during the 1890s to include products such as the popular "Chautauqua Lamp" first offered in 1892 and the "Chautauqua Desk" which was offered in 1893. These high-quality premium products encouraged bulk purchases of soap and other products. The "Larkin Idea" marketing

[53] LaChuisa, Chuck. "John D. Larkin – Biography." *Buffalo Architecture and History*. 2002. Web. 30 July 2009. <http://www.buffaloah.com/h/larkin/index.html>.
[54] Ibid.

strategy embodied the spirit of the Larkin Company's direct-to-the-consumer approach; if a customer was willing to commit ten dollars (about one week's pay for most people at the time) to a direct purchase of a year's supply of soap then the Larkin Company agreed to share the advantage in the form of an attractive premium item. This strategy promoted a sense of "quasi-familial" intimacy between the consumer – or "Larkinite" - and the company and is the root of much of modern marketing strategies today.[55]

The Larkin Company also pioneered the concept of getting the average consumer involved in the sales process. Called "Larkin Clubs of Ten," which began in the early 1890s, these clubs consisted of ten families, generally under the guidance of the females of the family, who pooled their financial resources in order to buy the expensive combination boxes and to share the premium offerings. While members drew straws to win the premium prize, by the tenth month all members obtained a premium. Some enterprising people purchased the boxes and sold them to their friends, family and neighbors, keeping the premiums for themselves. In this way, the Larkin Company replaced the typical sales force with primarily housewives and women, effectively reducing packaging, shipping and administrative costs, and because the women who ran the club acted in the place of the more typical corporate-sponsored sales staff, the Larkin Company saved on labor and other related costs.[56] These clubs were the forerunner of Avon, Tupperware parties and other types of female consumer-sold product.[57]

As early as 1881 the Larkin company employed nearly one hundred factory workers, and had organized into four departments of shipping clerks, mail-advertising helpers, bookkeeper and a "miscellaneous" group. Borrowing the card-ledger system of the local YMCA library, Darwin Martin created a unique bookkeeping and tracking system for the Larkin Company in 1885, recently promoted from his sales position. By September of 1885, Martin noted over 35,000 accounts in the ledger, and as business continued to prosper, he soon created and supervised both the Order and Bookkeeping Departments and hired a staff of assistants.[58]

The combination of the business sense of John D. Larkin, the administrative skills of Darwin D. Martin and the salesmanship of Elbert Hubbard turned the Larkin Company into one of the most successful companies in Buffalo in the late nineteenth-century, as the company expanded its business into selling toiletries, furniture, lamps, home products and a myriad of other items.[59] As the quantity and variety of the products produced by the company increased, the size and scale of the production factory also grew (fig B-3; fig B-7). The small brick factory at 667 Seneca Street was quickly outgrown, and the Larkin Company constructed a series of simple, utilitarian buildings near the intersection of Swan and Seneca Streets between the 1880s and 1912. Beginning in 1895, the company constructed twelve new factory buildings ranging from eight to ten stories in height on an entire block of land at Seneca Street between Larkin (formerly Heacock) and Van Rensselaer Streets (fig C-4). While appearing to be one enormous building, the large bulk was actually divided in several smaller facilities for specialized production ranging from soap making, wrapping, storing, lumber storage, perfumes and a myriad of other functions. A large Power House building (1902) and a railroad terminal warehouse building (1912) were among other specialized building added to the growing Larkin Company complex. Designed by the R.J. Reidpath Company of Buffalo, these steel framed brick-clad buildings were ideally suited for the needs of industrial manufacturing, but were unsuitable for the office and corporate needs of the ever-growing company. In 1903 alone the Larkin Company was receiving over 5,000 letters per day, and new members of the office staff were hired weekly to accommodate the rapidly growing administrative needs of the thriving company. Housed in the E and F Buildings of the factory, the increasing administrative aspects of the company, coupled with the constant demand for new production spaces within the factory itself, soon created the need for a new separate administration building.[60]

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[55] Quinan, 12.

[56] Quinan, 12. Also Stranger, Howard R. "From factory to family: The creation of a corporate culture in the Larkin Company of Buffalo, New York." *Business History Review.* 74 (Autumn 2000); 416-417.

[57] Elbert Hubbard, the brains behind much of the marketing genius of the Larkin Company, sold his stake in the company in 1893 when he left to pursue his academic interests at Harvard. Hubbard would later in 1895 found the successful Roycroft arts and crafts community in nearby East Aurora, NY.

[58] Stranger, 413.

[59] By the early 1900s, New York state was the leading manufacturer of soap, and by 1900 the Larkin Company was the largest soap manufacturer in Buffalo and amongst the largest in the state. Stranger, 413.

[60] Quinan, 18. The Larkin Company purchased other neighboring buildings which it used for a variety of functions. In 1911 they purchased the former Sacred Heart Church at 700 Seneca Street which became the Larkin Auditorium and Rectory at 696 Seneca Street. These buildings were used for Larkin club meetings, cooking schools, dramatic presentations and as a gymnasium for

Although the factory site in the Hydraulics was selected based on the area's proximity to several major railroad routes, the noisy, dirty and polluted industrial neighborhood was not ideal for a significant office building to be constructed. The typical office worker at the time was female, and the Larkin Company felt they would not be enticed to work in this area of the city. The new administrative building was also seen as a sort of figurehead for the company as well. John D. Larkin selected Frank Lloyd Wright as the architect for the new building on the recommendation of Darwin Martin (who by this time had become Treasurer) and Larkin's brother-in-law, William Heath, who was the company's head of the legal department.[61] Designed and constructed between 1903 and 1904, the new Larkin Administration Building at 680 Seneca Street, just north of the company's largest factory building (fig B-1; fig B-2). In response to the industrial atmosphere around it, the building was the height of modern technology, creating a sealed, healthy indoor environment, and pioneered several hygienic features in large office buildings. Clean, fresh air was circulated in the sealed building through a rudimentary type of air conditioning system which turned the blocky corner piers of the building into a massive circulation system. A large interior courtyard infused the interior with natural light and allowed for additional air circulation. In order to prevent the clutter common in large offices, Wright custom designed built-in metal office furniture, file cabinets, desks and even wall-hung toilets. The Administration Building also featured an elegant restaurant and conservatory where the female office workers could unwind and be entertained. Everything about the building was designed to be clean, efficient, pristine and modern in order to accommodate a staff of over 1800 people.[62] Upon its completion in 1906, the Larkin Administration Building was hailed as a triumph of modern architecture and office building design by European and American architects, critics and historians alike.[63]

The Larkin Administration Building also was notable for its removal of the administrative and management functions from its previous location in the midst of the production floor. Previous to this era, management staff and facilities of a majority of American factories and industrial buildings were typically located right in the heart of the production floor, keeping management in touch with the labor force and the manufacturing process. The Larkin Administration Building created a separated building designated solely to the management and office tasks of the business, perhaps spurred by the labor strikes and turmoil of this period in American history. While the result created an emblematic building which was specifically designed to house and economize the clerical functions of the company, the construction of the Larkin Administration Building effectively severed the deep-rooted connection between management and the labor force.

The Larkin Company continued to be successful well into the 1920s. By 1925 the company manufactured a majority of the over nine-hundred catalog items in its expansive factory complex which covered over sixteen-and-a-half acres on Seneca Street in the Hydraulics. In addition to their own soaps, cleansers, cosmetics, perfume, pharmaceuticals and food, they offered consumers everything from clothing and furniture to utensils and radios. With its primary corporate headquarters centered in Buffalo, the company had branches across the East Coast in Boston, Chicago, Peoria, Cleveland, Pittsburgh and New York City. The company had expanded into many aspects of daily consumer life, including the 154 Larkin chain stores in Western New York and Peoria, Illinois and the Larkin-branded fuel stations which pumped gas in Buffalo, Rochester and Erie, Pennsylvania. Over 4,000 employees proudly called themselves "Larkinites." By the 1920s, the Larkin Company had expanded their range of products to cover nearly every aspect of daily life.

2.2 The Decline of the Larkin Company and the Demolition of the Administration Building

company employees. The company also purchased the Larkin "U" Building at 239 Van Rensselaer Street (fig 5) which was used for packaging, and the Kamman Building at 755 Seneca Street in 1913 which was apparently unoccupied by the company.

[61] Martin had initially become familiar with Wright's work in Chicago after his brother William Martin had hired the architect to design him a home in Oak Park, Illinois in 1903. Obviously intrigued by the visionary young architect, Darwin Martin hired Wright to construct a small house for his sister, the George F. Barton House (1903-1904 NR 1986), on property he had purchased in Buffalo along Jewett Parkway. Between 1903 and 1905, Wright designed a large house for Martin on the same property (the Darwin D. Martin House, NHL 1986), and also houses for other Larkin executives William Health (1904-1905 NR 1986) and Larkin advertising manager, Walter V. Davidson (1908) in Buffalo as well.

[62] LaChuisa, "John D. Larkin – Biography."

[63] There are ample sources for information on the life and work of Frank Lloyd Wright. For more information, please consult works such as *The Architecture of Frank Lloyd Wright: A Complete Catalog,* by William Allin Storrer (2007); *Wright Space: Pattern and Meaning in Frank Lloyd Wright's Houses* by Grant Hildebrand (1991); *Frank Lloyd Wright Complete Works 1943-1959*, by Bruce Brooks Pfeiffer and Peter Gössel (editors of the first book in a three book monograph series) (2009).

The Larkin Company was once one of the largest and most recognizable companies in the country. Soon after the company reached its largest and most influential phase in the 1920s, the company began suffering from both internal and external pressures. Many of the issues and obstacles faced by Buffalo, and specifically the Hydraulics neighborhood, in the mid-twentieth-century also led to the demise of the Larkin Company empire by the 1950s.

During the late 1920s and early 1930s, Buffalo's position as one of the most vital Great Lakes port and railroad city began to weaken. This was due in part to the increasing number of cross-country highways being constructed in the period and the rise of the trucking industry. Also, the creation of new shipping lanes including the Welland Canal through Ontario, Canada (significantly expanded between 1912 and 1932) also helped traffic circumvent the Buffalo and Niagara Falls area. Both of these conditions helped to undermine Buffalo's historic geographical advantage at the confluence of the Great Lakes and the East Coast.

Consumer culture also began to change during the interwar period as well. The popularity of mail-order catalog business, which had been the backbone of the Larkin Company's sales strategy from its inception in the 1870s, began to wane as chain stores proliferated across the nation's small towns, allowing the consumer to view, sample and directly purchase their goods. The increasing popularity of the automobile allowed for greater mobility of small town residents, who could come into the urban centers to visit stores which offered cut-price items with which the fixed-price Larkin products could not compete. In addition to these factors, women, who had been the primary Larkin sales force through the turn of the century, now had increasing opportunities in business and industry after World War I and were no longer drawn by the additional meager incomes which the Larkin "Clubs of Ten" could bring.

The Larkin Company attempted to change with the times and stay afloat in the changing business climate of the post-war era. The first of over several hundred "Larkin Economy Stores" opened in 1918 as a means to compete with the chain stores. The company itself reorganized, selling off subsidiary manufacturers and closing some of the branch offices in the 1920s.

In additional to these external pressures, internal problems also became more serious in this period. John D. Larkin regarded the company as a family-run operation, to be continued by his sons and sons-in-law. Larkin's oldest son, Charles joined the company in the 1890s, but he lacked a passion for his father's company and retired in 1920. Other family members were made executives in the early 1900s, including John D. Larkin, Jr., who in 1915 began taking an active role in company policy making, setting the stage for his eventual takeover in 1926. William Heath, Larkin Office Manager since 1902, abruptly retired from the Larkin Company in 1924, and Darwin Martin soon followed, retiring in 1925 after butting heads with John D. Larkin, Jr. The loss of these critical members of the Larkin Company core lead to a wave of other sudden retirements, including three key members of the Secretary's Department. The increasing prominence of John D. Larkin, Jr. in the Larkin Company brought about the retirement of most of the men who had built the company in its earliest mail-order days. Following the death of Larkin Sr. in 1926, his son John D. Larkin, Jr. controlled the fate of the struggling company.

Mirroring his disregard for the loyal and experienced executive core of the Larkin Company, Larkin, Jr. had little regard for the stately architecture of his father's Administration Building. Despite the on-site protests of Frank Lloyd Wright, the younger John Larkin authorized the cutting of large windows into the fifth story of the building. The Larkin Auditorium building, which had played a role entertaining the throngs of Larkin Company employees for many years, was demolished in the 1936 to make way for a parking lot.[64] He relocated the mail-order business from the symbolic place of honor on the main floor of the light court to the fifth floor, dryly renaming it the "Buying Department." Various other departments were relocated and rearranged in the various factory buildings, often with detrimental effects on workflow and productivity.

During John D. Larkin, Jr.'s tenure as President of the Larkin Company, between 1926 and 1940, the company struggled with increasing indebtedness. The younger Larkin continued to push for maintaining the large, diverse premium catalog despite the changing marketplace and in the face of new competition. During this period the Larkin Company faced shrinking sales revenues and the increased strain of the Great Depression. By 1939 the situation was so dire that the company's Board of Directors was forced to take action to avoid bankruptcy. As part of a restructuring deal, the board

[64] Originally the Sacred Heart church constructed in 1875, the congregation relocated to a new building just outside of the Hydraulics neighborhood at Emslie and Bristol Streets when the Larkin Company purchased the building in 1911.

separated the Larkin Co. Inc. (the company's official name at the time) from the company's real estate holdings, selling off properties whenever possible in order to help pay off the debt. In the same year Harry Larkin replaced John D. Larkin, Jr. as president, and Larkin, Jr. soon resigned from the Board of Directors as well. This same year saw the sale of the Larkin Administration Building to the Larkin Co. Inc., which moved the Larkin department store into the first three floors of the building. The much smaller mail-order department was housed in the fourth and fifth floors. These moves taken by the Larkin Company were unsuccessful in preventing the collapse of the company, however, and in 1941 additional corporations were created in order to allow stock-holders to salvage portions of the business. By 1943, a creditor's committee was formed, most of the company's assets were liquidated, and the creditors were all paid off. As a result, the Larkin Company was left with no assets other than the Administration Building, on which they owed $85,000 in back taxes.

The Larkin Company and the Administration Building was purchased in 1943 by a contractor from Harrisburg, Pennsylvania, under the belief that the taxes owed would help offset large profits he was realizing from laying a transcontinental pipeline. When the Federal Government denied the tax break, he abandoned the building, which stood unheated and unmaintained. In 1945 the City of Buffalo took over the Administration Building in a $104,616 tax foreclosure proceeding. The specificity of the design of the Administration Building with its central court and open plan, coupled with the fact it had no in-house heating facility, made its reuse difficult. The building's location in the Hydraulics neighborhood, removed from the downtown core, was also seen as an impediment to reuse. In 1946 an offer of $26,000 for the decaying building was made by an anonymous buyer, but the Common Council sought a national advertising campaign as a way to increase the attention on the sale of the building. This plan never materialized, however, once a potential housing project for the building was studied and ultimately deemed unfeasible. Further attempts to stimulate a high selling price for the Administration Building failed, and it continued to decompose. According to accounts everything from lighting fixtures, knobs, plumbing and even the copper roofs had been stripped from the building. The iron fencing of the low brick wall which surrounded the building was removed for a wartime scrap collection.

The last attempt to reuse and save the festering Administration Building was made by councilman Joseph F. Dudzick on April 18th, 1949. Dudzick cried out against the treatment of such a world-renowned building, and announced plans to include the building in the program for city improvements. Ultimately, Dudzick's attempts to save the building also failed. On August 20th, 1949 the Western Trading Corporation offered the Common Council $5,000 to demolish the Larkin Administration Building and replace it with new developments which were claimed to provide the city with more tax income. While the sale of the building was met with some public outcry, the sale and impending demolition of the building was seen as a relief to some area residents.

Demolition of the building began in February of 1950, undertaken by the firm of Morris & Reimann. Due to the complex nature of the building's construction, the Administration Building was taken apart almost by hand. In May 1951 the Western Trading Corporation had plans to build a trucking terminal on the site, but by November they proposed to the Common Council relocating their facility. Their relocation was approved, thus the Larkin Administration Building was demolished to make way for what amounted to a paved parking lot.

Frank Lloyd Wright, upon hearing of the demolition of one of his earliest and most significant buildings, reportedly stated that the building had "served its purpose and deserved a decent burial."[65] He had been aware of the disfiguring alterations which the building had suffered under John D. Larkin, Jr. as well as its final decay in the 1940s. In his autobiography he commented, "They [the Larkins] never realized the place their building took in the thought of the world – for they never hesitated to make senseless changes in it in after years."[66] Today, all that remains of the once-glorious triumph of modern office design is a portion of the brick and sandstone wall which surrounded the site, located near the Swan Street subway.

The creation of the Larkin Administration Building and its ultimate demise and demolition in many ways mirrored the situation of the Hydraulics neighborhood as a whole. The building's construction at the dawn of the twentieth-century was an era of great prosperity and success in the thriving industrial and commercial neighborhood. The Larkin Company itself had been a product of all the features which had given rise and made the Hydraulics area a successful place to do business including its proximity to the nationwide network of rail lines, access to raw materials and the availability of a vast

[65] Quoted in Quinan, 128.
[66] Quoted in Quinan, 128.

immigrant labor pool. Ultimately, the decay and demolition of the landmark building paralleled the downturn the Hydraulics neighborhood took in the mid-twentieth century, facing population and business loss and the demolition of much of the urban architectural fabric of the neighborhood. Much of the original architectural fabric of the Hydraulics neighborhood has been either altered beyond recognition or demolished all together. Those rare buildings which do remain intact are remnants of the past history of the Hydraulics and survive to tell the neighborhood's story. Today, both the glorious Larkin Administration Building and the thriving Hydraulics neighborhood are faded memories, relayed solely by the few remaining buildings which bear evidence of the past.

F. ASSOCIATED PROPERTY TYPES

The Hydraulics neighborhood consists of a mix of residential, commercial, industrial and religious architecture reflecting its identity as an independent community within the City of Buffalo. Residential architecture is typically located towards the northern section of the Hydraulics with some housing located to the southern end of the area, with a few churches mixed in. Commercial and industrial architecture is generally located along Seneca Street which is the primary thoroughfare in the neighborhood. A prominent feature in the Hydraulics is a series of steel railroad viaducts which lace several of the residential sections, and reinforce the area's connection to the rail lines and the railroad industry.

Residential streets in the Hydraulics neighborhood have unified streetscapes with houses of the same general age, form, size, materials, and setback. Streets widths range from 50-ft wide residential streets to 100-ft wide major arteries such as Seneca Street. Other primary streets were laid out at 66-feet. Dense canopies of large shade trees, which once lined many of the Buffalo's streets, are still quite prominent along many residential streets in the Hydraulics area to this day.

Due to the decline of the Hydraulics neighborhood, this once thriving community now features numerous empty and vacant lots resulting from the demolition of houses and commercial buildings. The streets of the area were historically densely packed with architectural fabric, lined by seemingly continuous rows of houses, commercial and industrial buildings. The structures which remain today frequently reflect the close-proximity of a long-gone neighbor; houses typically feature more windows on their gable ends, which faced the front and back yard, than on their longer sides which were shaded by their neighbor. Commercial buildings also typically reflect this phenomenon as well.

Sidewalks are set close to the curb with an average planting strip width of 3 feet. Many of the streets in the neighborhood retain their original sandstone curbing, which was set by masons of Italian descent. However, as is the case throughout the City of Buffalo, a majority of roads that were originally lined with brick pavers have been resurfaced with modern asphalt paving. The Hydraulics neighborhood does retain two unique extant examples of brick paved roads along Carroll and Cornelia Streets.

1.0 BUILDINGS

1.1 Industrial Architecture

1.1A Description

Industrial architecture is a broad category which includes many types of buildings which once served as factories, manufacturing plants, machine shops and other types of functions. New York State passed a law on factory regulation in 1914 which defined a "factory" as any place where goods or products were manufactured or repaired, cleaned or sorted. Buildings such as mills, workshops, manufacturing businesses and all associated buildings, sheds and structures were included in this definition. The term factory can be used to describe a single building or to an entire facility of composed of any number of structures, and the term is synonymous for industrial architecture.[67]

Industrial buildings, unlike commercial and residential architecture, were not constructed with aesthetics in mind; typically these buildings featured simple, utilitarian designs based on function and the needs dictated by the interior production. Industrial buildings of the nineteenth-century relied on the natural elements for interior illumination, ventilation and even for the power to drive the belts and shafts which in turn operated machinery. As a result, industrial buildings are often constructed in phases, with additions added to the building as need dictated, and typically featured numerous window voids. Industrial buildings were typically not thought of as true "architecture" in the nineteenth-century, and in fact many architects lacked interest in industrial architecture due to the financial and economic limitations and a belief in the lack of artistic possibilities in their design. Factory design was often a mix of common empirical engineering with engineering based on rationalized, technological planning. But, prior to the development of specialized engineers or architects, early factory design also involved a bit of luck and trial and error by builders and craftspeople. As a result, most nineteenth-

[67] Bradley, Betsy H. *The Works: The Industrial Architecture of the United States*. New York: Oxford UP, 1999; 7-8.

century industrial buildings were designed as collaborations between industrialists, engineers, local carpenters and buildings, and mill builders.[68]

Fires were a major concern of nineteenth-century industrial buildings, which often featured heated boilers to drive machinery, gas lighting and volatile compounds. As a result many industrial buildings were built utilizing fire retardant materials. In the nineteenth-century this was predominately brick or sometimes stone, while in the early twentieth-century new technological advents led to factories being constructed of reinforced concrete.

The Hydraulics neighborhood was a thriving industrial area in Buffalo from its earliest foundations in the 1820s. Those early mills and factories which harnessed the water power from the Hydraulic Canal are long gone, but the area still drew many different factories and plants through the late nineteenth-century and early twentieth-century. The nature of the Hydraulics neighborhood, as a largely self-contained and self-sufficient area also was reflected in the types of industries which were historically found there. In the 1800s Buffalo became a significant market for transporting and selling cattle and livestock due to its location between the Midwest and the East Coast. As a result, Buffalo also was home to a significant meat packing industry, including the meat markets of the Kamman family who operated several different markets in the neighborhood through most of the nineteenth-century. Utilizing the by-products of the meat packing industry, the Hydraulics was home to several soap manufacturers (who used the beef fats in their soap making) including the Larkin Company and the A. Hoefner & Sons company. Maps also indicate that the Hydraulics neighborhood was home to several tannery businesses (including that of Noah Gardiner located on South Canal Street founded in 1828) which would have used the cattle hides available from their neighbors. While the area still contains several excellent examples of industrial architecture from this period, perhaps the most notable examples are those which originally were part of the Larkin Company.

Founded in the Hydraulics neighborhood by John D. Larkin in 1875, the Larkin Company quickly expanded into pioneering mail-order soap, toiletries, dry goods, china and furniture company. The Larkin Company had corporate branches in New York City and Chicago, but the Hydraulics area in Buffalo served as the headquarters and primary manufactory for their nationwide business. The Larkin Company factory buildings have become a dominating presence along Seneca Street in the Hydraulics, with buildings which date between 1877 and 1912. The complex of buildings grew as the company itself grew, and new buildings were added to accommodate the production needs of the company's growing line of soap and toiletry products. Still extant in the neighborhood are the massive building which encompasses the entire block of Seneca, Van Rensselaer and Larkin Streets, located at 701 Seneca Street. Perhaps the most memorable building constructed by the Larkin Company in the Hydraulics was the Larkin Administration Building (at 680 Seneca Street) designed by Frank Lloyd Wright in 1904. The landmark building was demolished in 1950 during a period which saw the demolition of much of the older historic fabric of the Hydraulics neighborhood.

Industrial Architecture Examples

Within these defined boundaries, the New York State Historic Preservation Office (NY SHPO) has determined that the following properties are eligible for listing in the National Register of Historic Places:

1.) 567 Exchange Street (former Buffalo Lounge Company Building) Fig C-1
This rectilinear 4-story brick industrial loft building. Upper floor features segmental arched window details. Building appears to date to ca. 1900.

2.) 619 Exchange Street (former Iroquois Door Company Building) Fig C-2
A large, rectilinear 4-story brick industrial loft building which features a raised cut-stone foundation, large rectangular windows divided by simple continuous brick pilasters. Originally constructed in 1904 with later additions in the 1920s.

3.) 290 Larkin Street (former Larkin Company "L, M" Building) Fig C-3
This building is a large, 7-story brick industrial building with a cut stone foundation, ground floor shipping and loading bays. Several bays appear to have once featured larger door openings for bringing goods into the

[68] Bradley, 14-15.

building through the use of large roof-mounted hoists (partially extant). Constructed in 1908, the L, M Building once served largely as a storage building for the Larkin Company.

4.) 500 Seneca Street (former F.N. Burt Company Building)
A rather sprawling complex of buildings, this brick building features 4- and 5-story portions set on cut-stone foundations with large window voids throughout. Constructed in numerous stages between 1901 and 1927, the architecture of the building reflects the development and refinement of new industrial architecture technology in the early twentieth-century.

5.) 635 Seneca Street (former Larkin Company "I" Building)
A large, 4-story brick industrial building, notable features for this structure include large window voids divided by brick pilasters with a simple brick cornice above. Reinforced concrete was used for the basement floor and foundations while brick was used above. Perhaps the signature element for the building is its tall brick chimney. Constructed in 1902, the Larkin Company "I" Building served as the Power House for the entire complex.

6.) 701 Seneca Street (former Larkin Company "B, C, D, E, F, G, H, J, K, N, O" Building) Fig C-4
The most massive of the buildings associated with the Larkin Company in the Hydraulics, this large edifice is actually a combination of several smaller building components which were constructed at various stages between 1898 and 1913. Primarily a 6-story industrial building, it features numerous aligned and regularly spaced window voids, loading docks and shipping bays on the ground floor and a corbelled cornice along some portions of the roofline. The building has been resurfaced in a cement-like finish sometime in the 1960s, but where some the surface has worn, portions of the original brick construction and segmental arched, paired 12/12 wood framed sash windows are visible.

7.) 545 Swan Street (former The Great Atlantic & Pacific Tea Company Building)
A large, box-like 8-story reinforced concrete framed industrial building with brick spandrel panels, concrete pilasters and now largely infilled bands of window. Still visible are the traces of painted lettering and signage which advertised the former A&P brand. This simple, utilitarian building was constructed by the Keystone Warehouse Company between 1903 and 1917.

8.) 239 Van Rensselaer Street (former Larkin Company "U" Building) Fig C-5
Unlike a majority of the other industrial architecture in the Hydraulics, this 3-story brick building with Medina sandstone accents is designed in the decorative Romanesque Revival style. The primary western façade features a series of large arcaded arches which contain windows and a central entry door. Originally constructed in 1893 by D. Ullman Sons, a large-scale industrial salvage and recycling firm, the Larkin Company purchased the building in 1911.

1.1B Significance

The industrial architecture in the Hydraulics neighborhood is significant under Criteria C for its embodiment of unique industrial architectural styles. The extant industrial mills and factories which largely date to the late nineteenth- and early twentieth-century signify the area's origins are the core of manufacturing and industry dating to the neighborhood's founding in the 1820s. Many of the companies which called the Hydraulics neighborhood home played a significant role in shaping the development of industry not only in the immediate area, but Buffalo and also the nation. The presence of these industrial facilities indicates the self-contained quality of the Hydraulics neighborhood as a place to live and work. Further research may find specific buildings or groups of buildings to be significant under Criterion A, based on its association with events that have made a significant contribution to the broad patterns of history, and also Criterion B, based on their association with important people from the past.

1.1C Registration Requirements

Buffalo's Hydraulics neighborhood is comprised of several extant examples of industrial architecture which are largely intact and in good overall condition. In order to qualify for listing, the building must be located in the defined boundaries of the Hydraulics neighborhood (as defined in Section G); residential buildings must be directly associated with a significant

historical context; must have been constructed during the periods of significance; and must display the distinctive features characteristic to the period of construction. Individual properties must also meet at least one of the National Register Criteria in order to be included in this report. Buildings which substantially retain integrity of form, detailing and an overall historic appearance to their exterior may qualify as contributing components in the context of the potential historic areas. Industrial architecture which retains significant historical associations and/or architectural distinction, and which retain integrity of architecture, construction, form, materials and detailing, satisfy the requirements for individual listing. Related groups or series of buildings may have the potential to become Historic Districts within the neighborhood.

1.2 Commercial and Public Architecture[69]

1.2A Description

"Commerce" is generally defined as being concerned with the production, transportation and marketing a commodity and therefore commercial architecture specifies those buildings which primarily housed these functions. Commercial architecture of the nineteenth-century is a broad category which contains a wide variety of buildings from simple wood-framed structures to steel-framed skyscrapers. Prior to the development of skyscrapers in the 1880s and 1890s, commercial buildings typically consisted of a series of identical upper floors, subdivided into individual offices, store-rooms or sometimes residential apartments, with a more articulated retail façade on the ground floor. Typically the ground floor of commercial buildings could be ornamented with carved wood details, painted signage and later cast-iron elements; ornament ranged from classical columns and pilasters to botanical curves and flourishes to animal motifs (such as lions and eagles) and geometric patterns. Many buildings were typically designed with a rather general plan to accommodate a variety of shop types and needs, and were typically designed and constructed by business owners and local carpenters and builders. Specialized businesses such as banks or insurance companies, to whom prestige and appearance became an increasing concern, were among the first commercial builders who sought skilled architects with prominent reputations to design dignified and architecturally interesting buildings. One of the key concerns for both high and lower end commercial buildings was fire resistance, and a majority of commercial structures were built of brick or stone masonry with minimal wood members.

Ground floor commercial space benefitted from the use of large shop-windows as a means to advertise and display merchandise, and the development of cast iron supports made larger window space available in many mid-nineteenth-century buildings. Full iron skeletons were in use in Boston, Massachusetts as early as the 1820s, but the more common use of iron was as internal support columns with a masonry exterior. While the first floor of typical commercial buildings featured open expanses of glass, upper stories generally maintained the smaller window voids of earlier predecessors.

Many of the earliest mills and factories in the Hydraulics neighborhood were located adjacent to the Hamburg and Hydraulic Canals in the area, using the water to power their industries and as a means of linking to the trade of the Erie Canal system. By the 1860s when the Hydraulic Canal in the area was largely abandoned, Seneca Street became the primary commercial street for the neighborhood. By the late-nineteenth-century, the street was lined with multi-story commercial buildings, primarily constructed of red brick, and became a thriving center for many family-owned shops and stores. A majority of these buildings continued to be used in a similar fashion into the twentieth-century, continuing to serve the needs of the residential areas. In the mid-twentieth-century many of these commercial buildings had fallen into disrepair and were demolished, dramatically changing the urban landscape along streets like Seneca Street. Today, few of the nineteenth-century commercial buildings remain in the Hydraulics area. Many which do remain have been significantly and detrimentally altered and retain little of their original appearance.

1.2.1 Mixed-use Commercial Buildings

Like any nineteenth-century community, the Hydraulics neighborhood once boasted a large, thriving commercial area primarily located along Seneca and Swan Streets. Extant early commercial architecture in Buffalo generally dates to the Victorian era (ca. 1850s-1900s), and displays styles which coincide with many of the popular residential styles from the period including Gothic Revival, Italianate, Second Empire, Queen Anne and Richardsonian Romanesque. As was common in commercial architecture, historic photos show that a majority of the architecture was designed as two-part

[69] Hitchcock, Henry-Russell. *Architecture: Nineteenth and Twentieth Centuries*. New York: Yale UP, 1989; 327-328.

commercial blocks (the prevalent style from the 1850s to the 1950s) with a façade which was divided into a lower floor public commercial space with unified upper stories which accommodated other functions such as private offices and residences.[70]

Some of the earliest commercial architecture of the era was typically constructed of masonry (usually brick) with heavy wood timbers used for joists and rafters. Later cast-iron and steel columns and supports were incorporated into commercial buildings. This construction method was thought to deter the spread of fires, the scourge of nineteenth-century dense urban landscapes. Victorian-era commercial architecture was often ornamented through the use of cast-iron storefront facades which featured elaborate columns, pilasters, panels, designs and other elements which surrounded the store windows. Glazed terra cotta tiles were also a method for decorating the exteriors of late-nineteenth-century commercial architecture, and these could be shaped, textured and colored in a wide variety of ways.[71]

While certainly early commercial buildings were located in the Hydraulics neighborhood in the 1820s, much of the commercial development in the area was during the late nineteenth-century. Rows of three-, four- and five-story buildings lined the streets and housed a variety of small enterprises including butchers, blacksmiths, brewers, painters and a myriad of other trades. Maps indicate that a majority of the commercial buildings were constructed of brick, sometimes with wood framed additions or out-buildings, and were tightly-packed along the street line. Today there are few remaining examples of commercial architecture in the Hydraulics neighborhood; much was demolished in the twentieth-century or has been significantly altered. The view down Seneca Street in its hey-day would have been typical of any city in the nineteenth-century and early twentieth-century; a walkable street bustling with activity, buildings densely lining the streets.

While most of the commercial activity occurred in the Seneca Street corridor, there are a few instances of mixed commercial and residential buildings in the Hydraulics residential neighborhoods. Some of these buildings were constructed originally as residential buildings with apartments and were later converted to contain ground-floor commercial space. Other buildings were constructed for mixed-use, often with the shopkeeper living above. These buildings are typical of the architectural styles found in the residential architecture in the neighborhood, and the size and scale of these buildings relates to the 2-story building height typical in the residential sectors.

1.2.2 Public Architecture

Being that the Hydraulics was a self-contained, self-sufficient settlement within the confines of the larger Buffalo area for a majority of its history, it is not surprising to find that the area once contained several examples of public architecture. Public buildings are those which served governmental, municipal services or other similar capacities including schools, fire stations, post offices and other functions. Often these buildings shared many characteristics of typical commercial buildings from the time including a ground floor service zone with additional stories above. At the end of the nineteenth-century, the Hydraulics neighborhood contained its own post office branch (located in the Kamman Building at 755-757 Seneca Street), was home to Public School Number 5 at the corner of Hydraulic and Seneca Streets, and featured a fire station (Hydraulic Engine Company No. 9, established on October 18, 1845) located on Seneca Street near the Swan Street junction. With the exception of the Kamman Building, much of this original public architecture has now vanished from the landscape of the Hydraulics neighborhood.

Commercial and Public Architecture Examples

Within these defined boundaries, the New York State Historic Preservation Office (NY SHPO) has determined that the following properties are eligible for listing in the National Register of Historic Places:

1.) 594 East Eagle Street

A 2 ½-story front gable wood-framed vernacular style building which retains its original carved wood storefront façade on the street level. Perhaps one of the oldest remaining mixed use buildings in the residential area, this

[70] Longstreth, Richard W. *The Buildings of Main Street: A Guide to American Commercial Architecture*. Washington: The Preservation, 1987; 24.
[71] LaChuisa, Chuck. "Commercial Architectural Styles in Buffalo, NY." *Buffalo Architecture and History*. 2008. Web. 30 July 2009. <http://www.buffaloah.com/a/archsty/commercial/index.html>.

building appears to date to at least the 1870s when it served as the residence of J.B. Burldenberg, and became a store in the 1880s.

2.) 831 East Eagle Street
A 2 ½-story front hipped brick building with a vernacular Italianate design with a ground floor store and upper floor residential. The ground floor East Eagle façade retains much of its original storefront design including pilasters, molding and what appears to be decorative wood paneling. It appears to date to the 1890s.

3.) 700 Seneca Street (Buffalo Firehouse Engine 32 Ladder 5)
This one-story brick fire station was constructed in 1955 in a simplified Art Deco design. The beige glazed brick edifice with verdigris copper flashing features three large bays for the fire equipment which are labeled with slightly projecting Art Deco-style metal lettering, flanked by a smaller bay to the south of the building which is labeled "Chief, South Division."

4.) 740 Seneca Street (former Marine Trust Bank Building)
A 3-story, brick commercial building with a 3-bay primary south façade, this building is designed in a vaguely Renaissance Classical style. East façade features two light wells cut into the upper floors which indicates the close-proximity of a now-non-existent neighbor. Designed by architect Joseph J. W. Bradney (who also designed the home of John Durrant Larkin Jr. House at 65 Lincoln Parkway in 1912) circa 1900 to originally house Henry Schaefer's grocery store, the building was enlarged in 1919 by the firm of Mann and Cook to house the bank.

5.) 755 Seneca Street (The Kamman Building) Fig C-6
A 4-story, 7-rank brick and Medina sandstone commercial building in a Romanesque Revival style. An example of a two-part commercial block building, the ground floor storefront features cast iron pilasters, lion head ornament and a sign noting the building as "The Kamman" at the center above an entry door. Constructed ca. 1883/84 by architect Franklin W. Caulkins on property owned by the Kamman family.

6.) 760 Seneca Street (former F. X. Winkler & Sons Building) Fig C-7
This Romanesque Revival two-part commercial block brick building is 3-stories with a 7-bay primary south façade. The ground floor features brick infill set into the original cast iron store front façade which still retains decorative pilasters at each end of the façade and flanking a central entry door. Constructed ca. 1893 by an unknown architect, this building served as the F. X. Winkler & Sons grocery store until it closed in 1968.

1.2B Significance

Commercial and Public architecture is significant to the Hydraulics neighborhood under Criteria C for its architectural merit. While many examples have been demolished in the twentieth-century, surviving examples illustrate the self-sufficient nature of the neighborhood. The quantity of commercial and public buildings which original existed in the area indicated that the Hydraulics was a place to live, work, do business, buy goods and receive public services. Further research into the individual properties may yield information which would make the building significant under Criterion A, based on its association with events that have made a significant contribution to the broad patterns of history. Additional survey work may find that other buildings may fall under Criterion B for their associations with prominent people who often lived, worked and ran businesses in the community.

1.2C Qualification Requirements

Buffalo's Hydraulics neighborhood contains several good examples of Commercial and Public architecture. In order to qualify for listing, the building must be located in the defined boundaries of the Hydraulics neighborhood (as defined in Section G); commercial and public buildings must be directly associated with a significant historical context; must have been constructed during the periods of significance; and must display the distinctive features characteristic to the period of construction. Individual properties must also meet at least one of the National Register Criteria in order to be included in this report. Buildings which substantially retain integrity of form, detailing and an overall historic appearance to their exterior may qualify as contributing components in the context of the potential historic areas. Commercial and public

architecture which retains significant historical associations and/or architectural distinction, and which retain integrity of architecture, construction, form, materials and detailing, satisfy the requirements for individual listing. Related groups or series of buildings may have the potential to become Historic Districts within the neighborhood.

1.3 Residential Architecture

1.3A Description

The residential architecture located in the Hydraulics neighborhood reflects the area's heritage as a largely working-class area, with a few more affluent streets. Houses are typically single-family detached and date to the late-nineteenth-century and early-twentieth-century. Smaller houses are typically a 1 ½-story (sometimes 2-story) with basement front gabled house, densely clustered along the streets, whose form fits to the confines of the narrow property lots in the area. Setbacks for houses in the Hydraulics neighborhood generally range from 10-ft to 25-ft, leaving open lawn to the front. Often these houses display telescoping rear additions. This small workers cottage type is found throughout Buffalo, and is especially prominent in largely Polish and German working-class neighborhoods. Larger houses are generally 2 ½-story or 3-story single-family detached houses with a basement level. There are a few examples of mixed commercial and residential buildings, with a small store on the ground floor with living space above. Most of the residential architecture in the Hydraulics neighborhood appears to have been constructed by local builders using plans available either in pattern books or by mail. Their simplicity of design indicates few of the houses were likely architect-designed.

Stylistically, the residential architecture of the Hydraulics neighborhood represents primarily two mid- to late- nineteenth-century architectural styles; Workers Cottages and Queen Anne.

1.3.1 Workers Cottages (1860-1920)[72]

The post-Civil War workers cottage is a significant house type because of its wide popularity in American urban and semi-urban areas during the second half of the nineteenth century and early twentieth century. Additionally, it is important because it should be considered one of the earliest types of fully industrialized housing for working-class Americans. These unpretentious buildings incorporated many of the most advanced technological and planning ideas of their era, and were designed to be affordable, easily produced and standardized. Machine-made components included doors, windows, casings, hardware and decorative detailing, as well as standardized components for wood structural and material finishing systems. Materials for workers' cottages were assembled following newly developed construction, merchandising, and distribution systems featuring the following: (1) standardized, interchangeable components such as nails, studs, and casings which were particularly adapted to the new balloon frame type of structural system; (2) a national production and distribution for building materials, facilitated by the railroad; (3) contractor and speculator initiation of the house building process, with minimal owner contribution to the design or construction; and (4) modern land development practices such as lot standardization, financing, and marketing practices.

Late nineteenth-century cottages were typically enlarged and altered in the early twentieth-century. In keeping with new conventions in residential housing during the period, Hubka and Kenny found that expanded cottages in Milwaukee also incorporated several new features: (1) the separation of food preparation and eating activities with the eventual adoption of the dining room; (2) the individualization of sleeping spaces for children, or at least their separation by sex into bedrooms; (3) the use of additional and larger windows throughout the entire building, and especially in the basement units; (4) an emphasis on plumbing and sanitation facilities, especially the adoption of kitchen plumbing and interior bathrooms for each family unit; and (5) an interest in the exterior appearance of the building and yard maintenance coupled with the elimination of more rural-influenced practices.

The workers' cottage is the most widespread house type in the Hydraulics neighborhood. Due to its settlement by a largely working-class immigrant population from Poland and German, this area was largely inhabited by those employed at the various commercial, manufacturing and other types of industries in the area. This type of post-Civil War cottage was

[72] Hubka, Thomas C., and Judith T. Kenny. "The Workers? Cottage in Milwaukee's Polish Community: Housing and the Process of Americanization, 1870 -1920." *People, Power, Places (Perspectives in Vernacular Architecture)*. Ed. Sally McMurray and Annemarie Adams. Vol. VII. New York: University of Tennessee, 2000. 33-52.

adapted and expanded by Eastern European immigrants throughout Buffalo, as well as in several Mid-west cities including Detroit, Milwaukee, and Chicago.

Today, many of the examples of Workers Cottages in the Hydraulics area are modified with modern siding, replacement windows and doors, new construction features such as porches and additions, and in other ways. Typically they feature an asymmetrical side hall or shotgun plan with an off-center entry door and single window on the ground floor indicating interior living space and room arrangements. Additional living space is indicated by windows at the upper floor, and traditionally these would have been bedrooms and sleeping areas. Most feature telescoping additions at the rear of the building, many are historical reflecting Hubka and Kenny's noted changes which occurred in the early twentieth-century. Unfortunately, many of the workers cottages in the Hydraulics area have deteriorated and have lost much of their original architectural features, materials and design.

Workers Cottages Examples

Within these defined boundaries, the New York State Historic Preservation Office (NY SHPO) has determined that the following properties are eligible for listing in the National Register of Historic Places:

1.) 764 East Eagle Street
A 1 ½-story front gabled example with a full-width front porch. Retains original paneled door surround, wood clapboard siding and large wood tripartite storm window on ground floor. An especially decorative example, this house features exuberant folk Victorian details surrounding the door and at the eaves.

2.) 805 East Eagle Street
A 1 ½-story front gabled example with a full-width front porch. First story details are relatively simple; the wood clapboard house appears to retain its original wood paneled front door and large tripartite storm window. The upper two windows feature more elaborate gabled Gothic Revival style hoods. House features several historic telescoping rear additions.

3.) 767 North Division Street Fig C-8
This one parcel contains two nearly identical examples of small workers cottages. Both are 1 ½-story front gabled wood clapboard buildings with original wood tripartite storm windows and replacement doors on the first floor (the arrangement is mirrored between the two houses) with a small wood-framed double hung window at the gable peak. Both feature telescoping additions at the rear; the eastern building connects it to a rear garage.

4.) 35 Roseville Street (front)
A 1 ½-story front gabled example with a full-width front porch. Retains original wood clapboard siding and large wood tripartite storm window on ground floor, and a double wood framed storm window in the upper level. Feature additions to rear.

5.) 89 Roseville Street
A 1 ½-story front gabled example which appears older than many other workers cottages in the area. This building features original pedimented wood enframements around the two narrow ground floor 2/2 wood framed sash windows which are to the east of the entry door. The wood clapboard building features an arched inoperable window at the attic level which features a similar pedimented wood molding detail.

6.) 92 Roseville Street
A 1 ½-story front gabled example which contains an entry door (modern replacement) to the west of the primary façade, with a tripartite wood framed storm window to the east. Behind the storm window is visible the three 3/1 wood framed sash windows which appear original. The upper level features a doubled modern vinyl replacement window. This wood clapboard example is slightly larger than other workers cottages in the area and features elaborate folk Victorian molding details along the eaves.

7.) 772 South Division Street

A 1 ½-story front gabled example with a full-width hipped roof front porch which features a Bungalow-style rock-faced concrete block and tapered wood columns. This building features the typical asymmetrical door and window arrangement on the first floor, although the windows appear to feature leaded-glass panels which may be original. The upper level features two double hung sash windows.

8.) 775 South Division Street

A 1 ½-story front gabled example with a full-width hipped roof front porch which features a Bungalow-style rock-faced concrete block and tapered wood columns at the corners. This building features the typical asymmetrical door and window arrangement on the first floor. The upper floor contains a small modern sliding window.

1.3.2 Queen Anne (1880-1910)[73]

Named in honor of the early eighteenth-century British monarch, the Queen Anne movement began in England in the 1860s. In England, the term is associated with the revival of several stylistic currents that were prevalent in Britain from the late-fifteenth through the early-eighteenth-centuries. Architecture of this period now drew from sources which ranged from strict medieval interpretations, such as the half-timbered structures of the Tudor era, to the mixed styles of the later periods: either the Elizabethan and Jacobean styles, in which Renaissance classicism was beginning to impact traditional Gothic design, or provincial Late Stuart and Early Georgian architecture, which incorporated holdovers from the Gothic period in buildings conceived in the Renaissance manner. This same eclecticism was the root of American Queen Anne architecture, which originated in the US slightly later than its English counterpart. However, American Queen Anne architecture largely favored a more fanciful appearance with intricate detailing, more than a rustic, vernacular medieval influence.

These eclectic and varied sources all blend in Queen Anne building. The influence of medieval England and France is reflected in asymmetrical massing; use of overhangs and projecting elements; tall chimneys with elaborate chimney pots, corbelled tops or other patterned brickwork, and richly patterned and textured wall surfaces. In more high-style examples, exterior surfaces were covered with mixtures of materials including, stone, brick, slate, terra cotta, stucco, faux-half-timbering, clapboard, and wood shingle. Stucco might be molded or inlaid with stones or broken glass to emulate details found on old English dwellings. Patterned shingles, very common even on inexpensive houses, were wood imitations of the slate or clay tiles found on some medieval structures. Steeply pitched hipped roofs and cylindrical or polygonal towers or turrets with conical roofs are reminiscent of the chateaus, manors, and farmhouses of northwestern and central France. Classical ornamentation is usually derived from American Colonial and Federal sources: broken-scroll pediments; Palladian, elliptical, and circular bull's-eye windows; and garland-and-swag decoration. The inclusion of projecting and recessed porches and balconies, often decked with spindles and turned posts, is one of the less derivative, more inventive features of the American Queen Anne Style.

The pure Queen Anne is relatively rare, and a majority of the extant examples of the style are influenced by the Modern Colonial, Colonial Revival, and hybrid Queen Anne/Modern Colonial and Queen Anne/Colonial Revival styles. As with many architectural styles, the high-style Queen Anne designs were copied in more vernacular buildings. The style became a part of the design idiom continuing into the twentieth-century, and projecting bays and towers and patterned shingle work on residences continued to be built into the 1920s. The City of Buffalo offers a wide range of Queen Anne residences from modest to high style.

The development of several streets in the Hydraulics neighborhood corresponds to the Queen Anne style's popularity in the United States. Streets where the style is most prevalent, like Seymour Street, were developed in the late nineteenth-century and were largely settled by the many prosperous business owners and industrial leaders from the area's many shops, stores and factories. Typically, the best represented sub-type of the Queen Anne in the neighborhood is the 2.5-story, front or closed-gabled residence with modest stylistic features that were adapted by local builders. Like the more modest workers cottages, these houses also are typically elongated to fit the narrow confines of the narrow lots. These

[73] Dates provided for architectural styles as well as basic stylist descriptions come from Virginia & Lee McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 1994).

details include the use of projecting bays and tower-like elements, gable and porch pediment detailing with patterned wood shingles or elaborate motifs and the use of machine-cut moldings and applied ornament. Like various buildings in the neighborhood, many of the Queen Anne styled houses in the Hydraulics have been altered, are deteriorated, or have otherwise lost their original details.

Queen Anne Examples

Within these defined boundaries, the New York State Historic Preservation Office (NY SHPO) has determined that the following properties are eligible for listing in the National Register of Historic Places:

1.) 83 Emslie Street

A 2 ½-story front gabled 3-rank wood clapboard example with a full-width front porch. The wood clapboard building appears to retain original wood paneled door surround, original narrow wood framed sash windows on first floor, decorative molding along eaves and patterned shingles in pediment on porch above entry. Features one-story rear addition with small entry porch.

2.) 103 Seymour Street

A 2 ½-story front gabled 3-rank wood clapboard example with a full-width front porch. Features a two-story faceted bay at eastern corner of building, central entry door and rectangular window on first floor. Porch gable features elaborate stick work details. The closed gable features an elaborate Palladian window, decorative shingles and a band of dentil molding as a type of entablature. The west façade of the building features a full-height bay projection with a more decorative shingles and a semi-conical roof, giving this element the appearance of a tower.

3.) 117 Seymour Street

A 2 ½-story front gabled 3-rank wood clapboard example with a full-width front porch which is a more subtle example of Queen Anne architecture. Notable features include dentil molding along the porch, a scrolled element on the side of the porch roof, and simple fluted wood frames around the upper story windows. The eaves feature additional detailed moldings, which resemble those found on other buildings in the neighborhood.

4.) 121 Seymour Street Fig C-9

A 2 ½-story front gabled 3-rank wood clapboard example with a full-width front porch which is a more elaborate example of the style on Seymour Street. Significant features of the building include the cross-gabled porch with tapered wood columns and original elaborate cast iron railings. Below the projecting closed gable is a chamfered bay which contains a small decorative multi-pane window. The gable itself features brackets and more of the decorative shingles which are common along the street. The west elevation features a full-height projecting bay with a closed shingled gable supported by elaborate corner brackets, and it features two small triangular fan windows which flank an interior chimney. The rear features several additions.

5.) 123 Seymour Street

A 2 ½-story front gabled 3-rank wood clapboard example with a full-width front porch which is a more elaborate example of the style on Seymour Street. Significant features include a projecting round portion of the porch, Classical porch columns which are partially fluted, and original wood enframements around windows and door. Above the porch, the second story features two bay elements; the easternmost one is faceted, and the westernmost is an unusual design with a flat front and curved corners and fish scale shingles below. The closed front gable features brackets, and decorative shingles with a central doubled window which is recessed with curved corners. The eastern façade features a full-height bay with cross-gabled pedimented top with an additional curved recessed window.

6.) 740 South Division Street

A 2 ½-story front gabled 3-rank wood clapboard example with a full-width front porch. Notable features include square columns with cushion capitals, a small gable above the entry steps which features elaborately cut scrollwork, and fish scale shingles used on side of porch roof. Closed gable on front overhangs a bay window on second floor, and features fish scale shingles, a central slightly parapetted window, and a smaller closed

gable at the peak. Cross gabled projection along east façade. Building appears to retain original 1/1 wood framed double hung sash windows, and some decorative stained glass panels may be present along the eastern façade.

7.) 778 South Division Street

A 2 ½-story front gabled 2-rank wood clapboard example with a full-width front porch. Significant elements consist of full-height tapered wood columns with recessed paneling and decorative shingles in the small gable above the entryway. Closed gable roof features overlapping smaller gable which is above the second floor bay; gables feature decorative shingles, and a scalloped molding along the eaves.

Other Residential Architectural Styles

Like any neighborhood in the city, the Hydraulics neighborhood contains several other residential architectural styles which are mixed into the fabric of the community. Although many of the residential streets in the Hydraulics appear to have been developed and populated at roughly the same period, there are a scattered few examples of other residential styles in the neighborhood, including very rare examples of early Georgian/ Federal architecture. While these examples reflect the earliest extant architectural types in the neighborhood, they have been altered so significantly that they do not presently meet the registration requirements established for the residential architecture of the Hydraulics neighborhood.

1.3B Significance

The worker's cottage and Queen Anne residential building types are significant under Criteria C as good examples of their respective late nineteenth-century residential architecture. Surviving examples of these nineteenth-century architectural movements are increasingly rare and highly threatened in the Hydraulics neighborhood. Many have been altered with deleterious additions, modern materials, and countless numbers have been demolished after falling victim to neglect, arson and abandonment. These residential buildings also help distinguish the social history of the Hydraulics neighborhood as a self-contained, moderate-income area, largely settled by immigrants who worked in the neighboring mills and industry. Further research into the individual properties may identify properties that are significant under Criterion A for their contribution to the social history of the Hydraulics neighborhood or Criterion B, based on their association with important people from the past.

1.3C Registration Requirements

Buffalo's Hydraulics neighborhood is comprised of primarily of worker's cottage types, with a few examples of Queen Anne. In order to qualify for listing, the building must be located in the defined boundaries of the Hydraulics neighborhood (as defined in Section G); residential buildings must be directly associated with a significant historical context; must have been constructed during the periods of significance; and must display the distinctive features characteristic to the period of construction. Individual properties must also meet at least one of the National Register Criteria in order to be included in this report. Houses which substantially retain integrity of form, detailing and an overall historic appearance to their exterior may qualify as contributing components in the context of the potential historic areas. Residential architecture which retains significant historical associations and/or architectural distinction, and which retain integrity of architecture, construction, form, materials and detailing, satisfy the requirements for individual listing. Related groups or series of houses may have the potential to become Historic Districts within the neighborhood.

1.4 Churches and Religious Institutions

1.4A Description

As is typical in most of Buffalo's residential neighborhoods, several churches are mixed into the fabric of the community. The Hydraulics contains two extant ecclesiastical buildings within the neighborhood boundaries (refer to map); the textbook Gothic Revival former St. Patrick's Franciscan Monastery (presently owned by Friars Minor Province of the Most Holy Name) and the Romanesque Revival former St. Matthew's German Evangelical Church (currently Delaine Waring AME Church).

Churches and Religious Institutions Examples

Within these defined boundaries, the New York State Historic Preservation Office (NY SHPO) has determined that the following properties are eligible for listing in the National Register of Historic Places based on their adherence to one of more of the to the four Criteria for Evaluation (36 CFR 60) as outlined in *How to Apply the National Register Criteria for Evaluation* (NPS Bulletin 15, National Park Service 1995).

1.) 696 Seneca Street (former Sacred Heart Rectory and Larkin's Men's Club)
Constructed in 1890, this symmetrical, 2-story hipped-roof brick building features slightly projecting central pavilion with gable supported by corbelled brick detail. Central entry features round arched masonry detail; upper floor windows feature bracketed sills and decorative hood moldings. It is designed using Italianate and Romanesque details.

2.) 759 South Division Street (St. Patrick's Franciscan Monastery) Fig C-10
A towering 3 ½-story Medina sandstone masonry building in the Gothic Revival style, this building features a central entry pavilion which is topped with a tall hipped roof. The building features random-coursed rock-faced stone walls with several narrow windows with prominent stone sills and headers. At one time this Monastery was part of a larger complex of buildings and served the adjacent St. Patrick's Roman Catholic Church which was a typical basilica-type church. Also on the property were school buildings and a hall. Thought to be constructed ca. 1891 by C. K. Porter & Son.

3.) 688 Swan Street (former St. Matthew's German Evangelical Church) Fig C-11
St. Matthew's German Evangelical Church is a vaulted one-story red brick Romanesque Building with a simple end-gabled rectilinear plan with a prominent tower at the south-east corner of the building. This relatively small building features rounded arched stained glass windows, grouped as a set of three at the south end facing Swan Street. Adjacent to the building is a small one-story gable end brick building with a single round-ached window visible. This building once served as the parlor and Sunday School rooms for the church. St. Matthew's Church is among the oldest extant buildings in the Hydraulics neighborhood, and was established as a result of the mid-nineteenth-century immigration of Germans into the area. Constructed 1868-69, tower later altered.

1.4B Significance

While the Hydraulics neighborhood historically contained several churches which are no longer standing, those surviving religious structures are significant to the history of the Hydraulics neighborhood under Criteria C for their architectural merit. The presence of several different denominations in the neighborhood helps to distinguish the Hydraulics as a self-contained community which served not only the religious needs of the area but the social needs as well. The presence of Catholic and German Evangelical denominations in the area which were responsible for the construction of these buildings reflects the common religious backgrounds of the largely Polish and German working-class immigrants who resided in this area and the presence of these buildings illustrates the organization of these social groups. The buildings are good examples of religious architecture of the nineteenth-century and retain a high-degree of integrity. Further research into the individual buildings may identify properties that are significant under Criterion A based on their association with events that have made a significant contribution to the broad patterns of history or Criterion B, based on their association with important people from the past.

1.4C Registration Qualifications

Buffalo's Hydraulics neighborhood contains two extant examples of ecclesiastic architecture, including Romanesque and Gothic Revival architectural styles. In order to qualify for listing, the building must be located in the defined boundaries of the Hydraulics neighborhood (as defined in Section G); religious buildings must be directly associated with a significant historical context; must have been constructed during the periods of significance; and must display the distinctive features characteristic to the period of construction. Individual properties must also meet at least one of the National Register Criteria in order to be included in this report. Buildings which substantially retain integrity of form, detailing and an overall historic appearance to their exterior may qualify as contributing components in the context of the potential historic areas. Churches and religious buildings which retain significant historical associations and/or architectural distinction, and which

retain integrity of construction, form, materials and detailing, satisfy the requirements for individual listing. Related groups or series of properties may have the potential to become Historic Districts within the neighborhood.

2.0 STRUCTURES

2.1 Railroad Viaducts and Subways

2.1A Description

Given the industrialization and development in the Hydraulics neighborhood, it is not surprising that the area contains several excellent examples of structural design. These interesting engineering feats are related to the railroad in the form of cast iron and steel subways, which interlace the neighborhood. The presence of these metal structural elements, juxtaposed against the residential and commercial fabric, strengthens the sense of industrialization and transportation which formed the foundation of the Hydraulics neighborhood. The use of rivets indicates that these structures most likely date to the period before 1920 when the advent of welding and bolted joints became more common.

Railroad Viaducts and Subways

Within these defined boundaries, the New York State Historic Preservation Office (NY SHPO) has determined that the following properties are eligible for listing in the National Register of Historic Places:

1.) East Eagle Street Subway Fig C-12

This subway appears to date to ca. 1910 and is a steel and concrete exposed steel frame. The structure also features cut stone retaining walls. Three large steel structural joists run perpendicular to the track bridge above; one runs along the center of the structure and divides the roadway while joists also run along the edges of the roadway and section off small pedestrian pathways which are concrete paved. The structure contains numerous rivets which become almost a decorative detail on the otherwise basic form of the steel beam construction. A series of short steel columns which are made from steel panels rather than being a single element, each with two curved brackets, supports the beams. The actual rail lines are supported by a steel paneled bridge which, although rusted, still bears a trace of the old New York Central Company logo. A metal pipe railing runs along the rail bridge.

2.) Emslie Street Subway

This subway is nearly identical to that which crosses East Eagle Street, and also appears to date to ca. 1910. Unlike the East Eagle Street Subway, the Emslie Street structure features two beams which flank each side of the roadway, with pedestrian pathways on each side. It is located adjacent to the East Eagle Street Subway, and the two are separated by cut-stone retaining wall.

3.) North Division Street Subway

This ca. 1910 steel subway is of the same design and construction of those at East Eagle and Emslie Streets. Like its neighbor, the Emslie Street Subway, this is also a two beam structure with columns flanking each side of the roadway, with pedestrian pathways on each side. This appears to be in the best condition of the Hydraulics subways, showing minimal rust to the railroad bridge.

4.) South Division Street Subway

The South Division Street Subway is of a slightly different design compared to the East Eagle, Emslie and South Division Street subways. The South Division Street subway features numerous cross-braced columns, one row at the center of the roadway, and one row on either side of the road dividing the pedestrian walkways. The railroad bridge features a simpler design and does not feature elevated panels like the other styles of bridges. Given its slightly different design, the South Division Street Subway may date to a slightly earlier period, possibly ca. 1900.

5.) Swan Street Subway

Constructed ca. 1890s, the Swan Street Subway features a similar design as the East Eagle, Emslie and North Division Street subways. It features composite steel joists supported by steel columns, prominent riveting, a divided roadway design and cut-stone retaining walls. Unlike the other examples, this subway does not feature a prominent railroad bridge; the Swan Street Subway is constructed with a simple steel platform at track-level, guarded by a pipe railing. It also appears to retain some portions of the original pipe guard rail along the street level.

2.1B Significance

Railroad viaducts and subways are a prominent feature in the landscape of the Hydraulics neighborhood and are significant under Criterion C. Their unique engineering designs which cut through the entire neighborhood- from commercial to industrial to residential areas- become a prominent physical feature in the Hydraulics area. These structures reinforce the area's tie to transportation, be it rail or canal, upon which the neighborhood was founded and thrived from the early 1800s to the mid-twentieth-century. Further research into their history may find these structures to qualify for listing under Criterion A, for its association with events that have made a significant contribution to the broad patterns of history, or also Criterion B, for its relationship to the lives of significant historical figures.

2.1C Registration Requirements

Buffalo's Hydraulics neighborhood is comprised of several extant examples of railroad structures which are largely intact and in good overall condition. In order to qualify for listing, the structure must be located in the defined boundaries of the Hydraulics neighborhood (as defined in Section G); residential buildings must be directly associated with a significant historical context; must have been constructed during the periods of significance; and must display the distinctive features characteristic to the period of construction. Individual structures must also meet at least one of the National Register Criteria in order to be included in this report. Structures which substantially retain integrity of form, detailing and an overall historic appearance to their exterior may qualify as contributing components in the context of the potential historic areas. Railroad viaducts and subways which retain significant historical associations and/or architectural distinction, and which retain integrity of architecture, construction, form, materials and detailing, satisfy the requirements for individual listing. Related groups or series of structures may have the potential to become Historic Districts within the neighborhood.

G. GEOGRAPHICAL DATA

The geographical boundaries for the Hydraulics neighborhood are based on a combination of historical map data and current conditions in the area. Historical accounts of the neighborhood describe it as located near the junction of Swan and Seneca Streets in Buffalo's larger East Side area, but previous delineation of the boundaries has never been attempted. The study area for the survey is bounded by East Eagle Street to the north and Fillmore Avenue and Smith Street to the east. These streets were the city limits at the time of the Hydraulics neighborhood's foundation in 1827. The neighborhood is bounded by the I-190 Niagara branch of the New York State Thruway to the south. The western boundary was selected as Jefferson Avenue, Spring and Hamburg Streets based on the presence of new development, vacant property and parking lots in this area. The geographical area covered by the MPDF incorporates the area covered by its related historic contexts.

The boundaries selected reflect both the historical and current conditions in the neighborhood. The East Eagle Street and Fillmore Avenue/Smith Street boundaries reflect the historic boundaries of the Village of Buffalo at the time of the establishment of the neighborhood in 1827. The construction of the I-190 Thruway in the late 1950s became a significant physical barrier in the larger East Side area. While the exact historic line of the western boundary is indistinct, today Jefferson Avenue, Hamburg and Spring Streets become boundaries between the historic architectural fabric of the Hydraulics neighborhood to the east and more modern development, parking lots and vacant lots to the west. While primary west-east thoroughfares in the neighborhood such as Swan, Seneca and Exchange Streets were established prior to the creation of the Hydraulics neighborhood, these boundaries encompass many secondary streets which were laid out by the Buffalo Hydraulic Association, founders of the neighborhood as a distinct area of Buffalo.

H. Summary of Identification and Evaluation Methods

A preliminary survey and integrity assessment of the neighborhood was completed by architectural historian Jennifer Walkowski of Clinton Brown Company Architecture, pc in June 2009, with the assistance of historian Chris Hawley. An additional survey of the area was made by Ms. Walkowski and Daniel McEneny, NY SHPO Field Officer in July 2009. Based on field conditions and a review of existing historic documentation, SHPO staff recommended that a Multiple Property Documentation Form be prepared on the Historic Resources of the Hydraulics/Larkin Neighborhood. While the entire Hydraulics neighborhood does not meet the criteria for National Register listing as one large, contiguous historic district, several National Register-eligible properties, both scattered individual building and smaller clusters of buildings which may lend themselves towards the creation a future historic district, were identified by SHPO.

The creation of the Historic Resources of the Hydraulics/Larkin District MPDF was spurred by Robert Stark, Managing Partner of the Kamman Group, LLC, who is in the process of redeveloping the Kamman Building at 757 Seneca Street. After consultation with SHPO staff it was determined that the best course of action for registering this building was through the preparation of a neighborhood MPDF which will enable individual nomination of the Kamman Building.

The Multiple Property Documentation Form was prepared by architectural historian Jennifer Walkowski for the Kamman Group, LLC. Ms. Walkowski also prepared the National Register nomination for the Kamman Building. Field work and additional research required for these documents were undertaken by Ms. Walkowski in 2009. The draft MPDF cover document and a draft National Register nomination for the Kamman Building were completed in September 2009. Editing of these documents by SHPO staff also was finalized in September 2009.

No previous survey work has documented the Hydraulics neighborhood in Buffalo and no previously National Register listed buildings are located in the Hydraulics neighborhood. Little has previously been documented regarding the specific history of the neighborhood; what little record was available has largely been extrapolated from a wide variety of source materials. Information on the neighborhood was collected primarily at the Buffalo and Erie County Historical Society and at the Buffalo and Erie County Public Library, Central Branch. Additional background and historical information on the neighborhood came from historian Chris Hawley, author of a forth-coming book on the neighborhood.

The intent of the Multiple Property Documentation Form is to formally submit to the National Register historically and architectural significant districts and individual properties which reflect nineteenth through mid-twentieth-century development in the Hydraulics neighborhood. Properties selected illustrate the social, economic and architectural development of the area as detailed in the two historic contexts. Each building or structure documented is an excellent example of a given architectural style under requirements of Criterion C of the Criteria for Evaluation (36 CFR 60) as outlined in *How to Apply the National Register Criteria for Evaluation* (NPS Bulletin 15, National Park Service 1995). Further research on individual buildings and districts may yield information which identifies these properties as historically significant as described under Criterion A for its association with significant historic events or Criterion B for its association with persons significant in our past.

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Maps

Figure A-1:
Boundary Map, Hydraulics Neighborhood

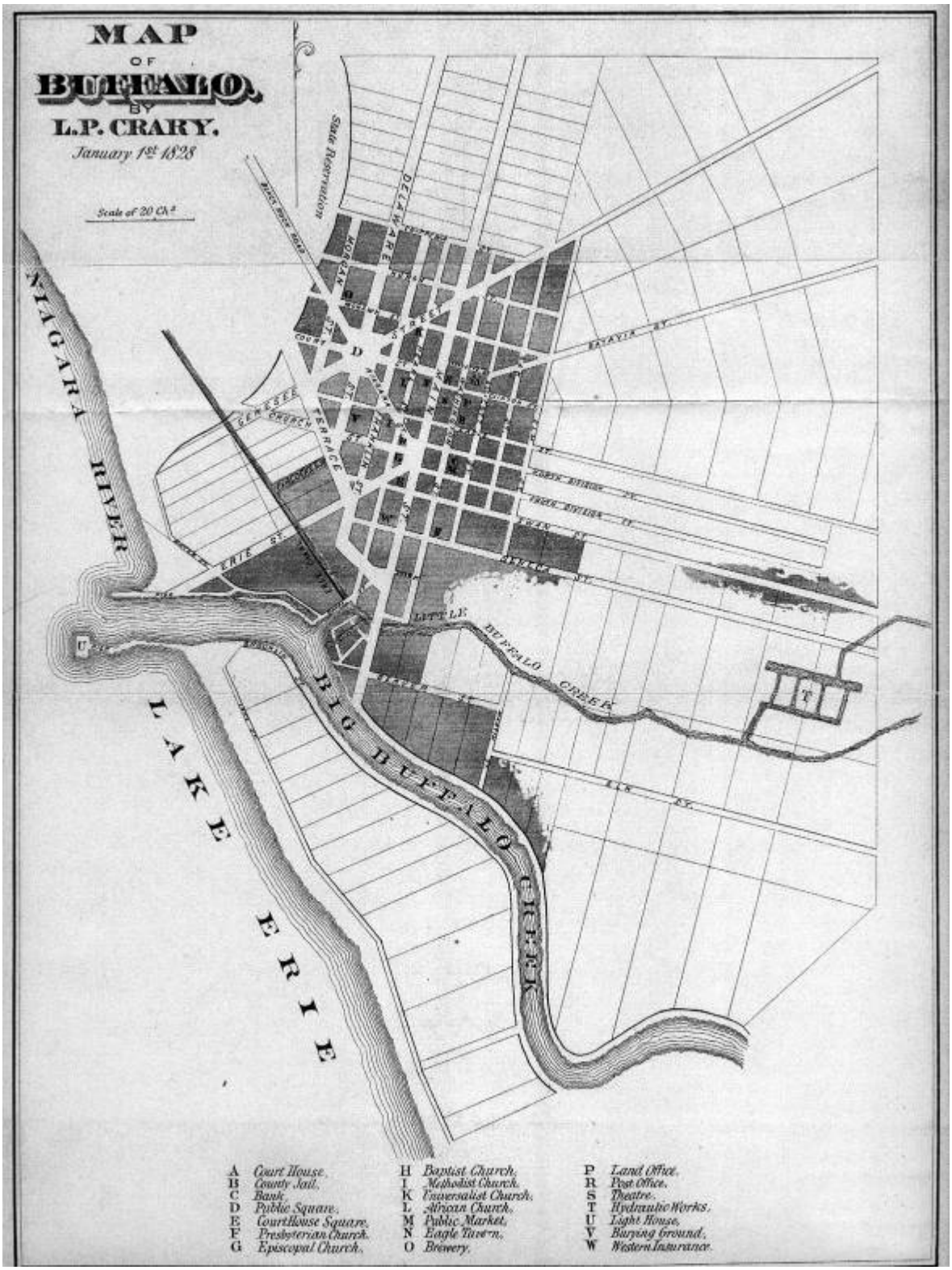

Figure A-2:
"Map of Buffalo by L.P. Crary, January 1st, 1828"
The "Hydraulic Works" is identified as "T" to the right in the image

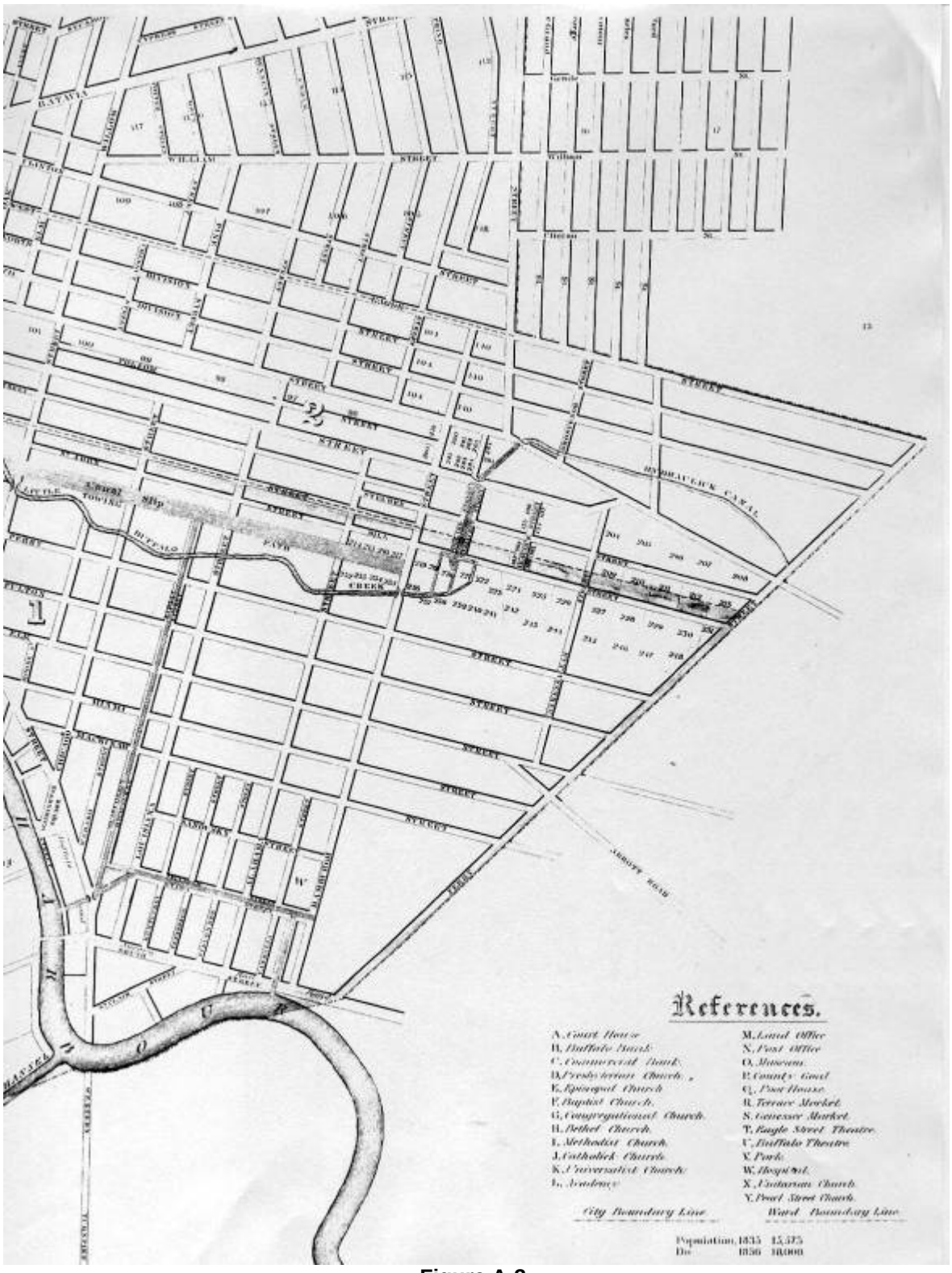

Figure A-3:
Detail, Map of City of Buffalo, 1836
Shows route of early Hydraulic Canal and eastern boundaries of the newly incorporated City of Buffalo

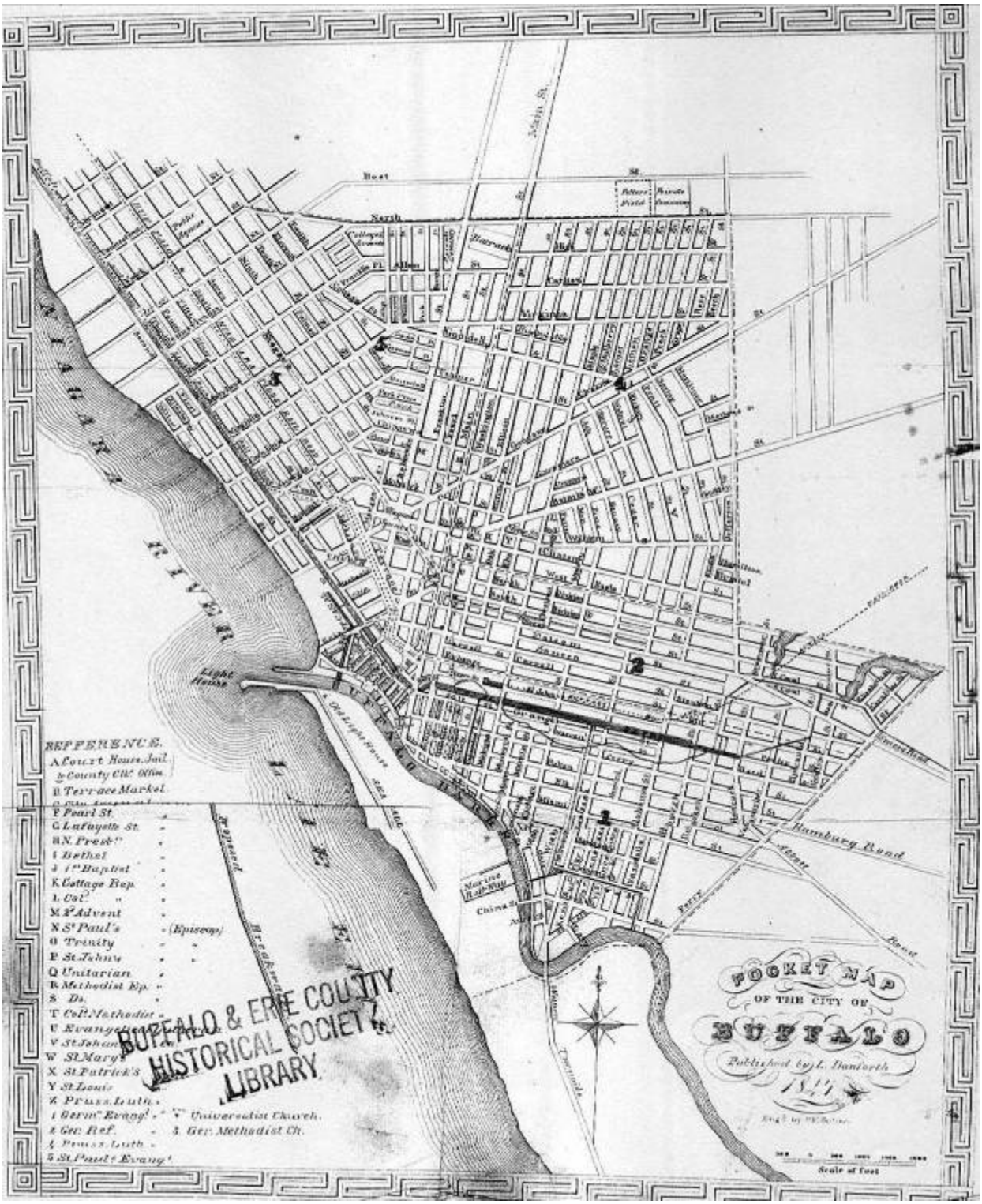

Figure A-4:
"Pocket Map of the City of Buffalo, 1847"
The Hydraulics neighborhood is located at the right hand side of the map, as the pointed projection. Note the new roads in the area which have been created between the 1830s-1840s.

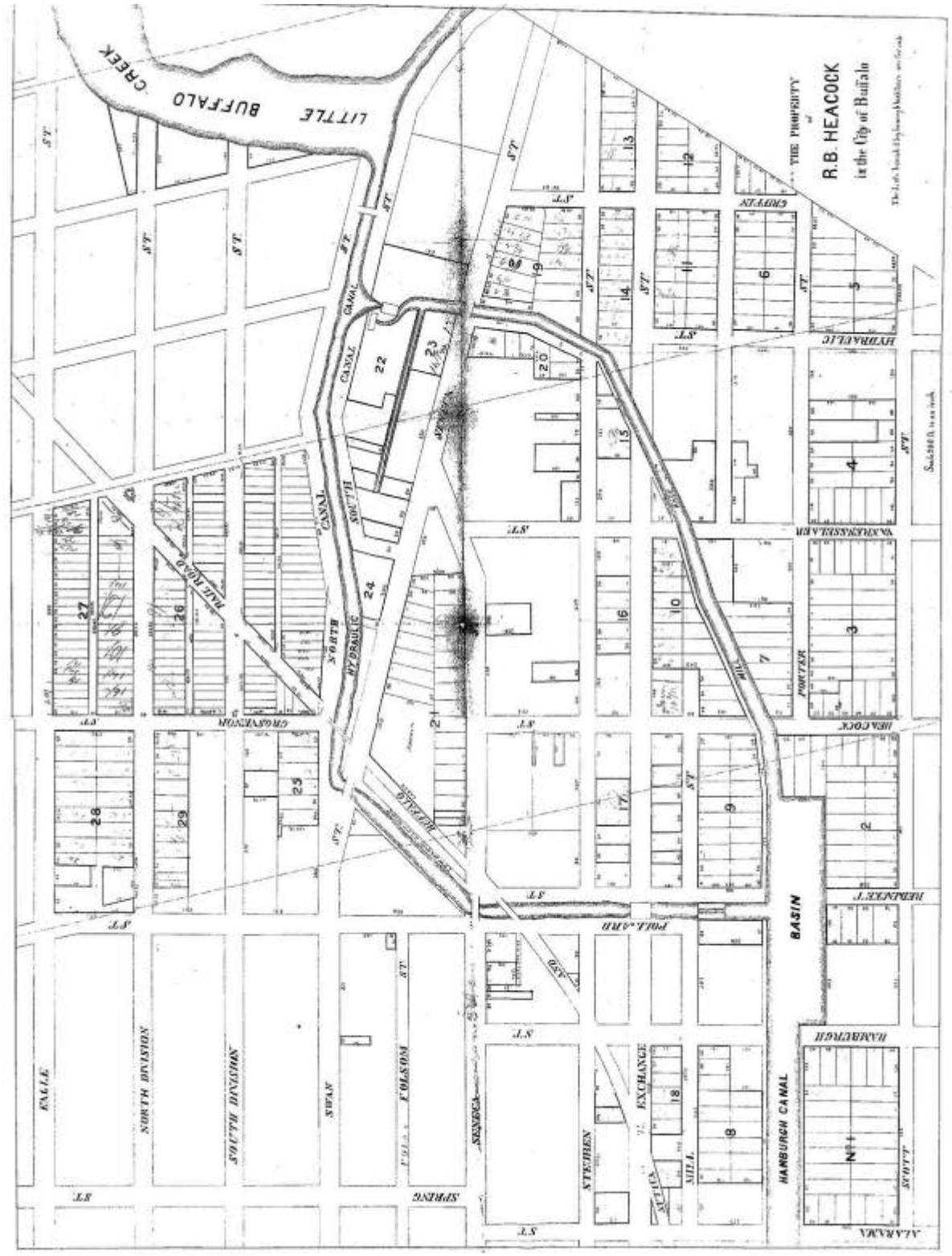

Figure A-5:
"The Property of R.B. Heacock in the City of Buffalo" ca. 1854
Note Heacock's extensive land holdings in the Hydraulics neighborhood, as well as the early street patterns in the area.

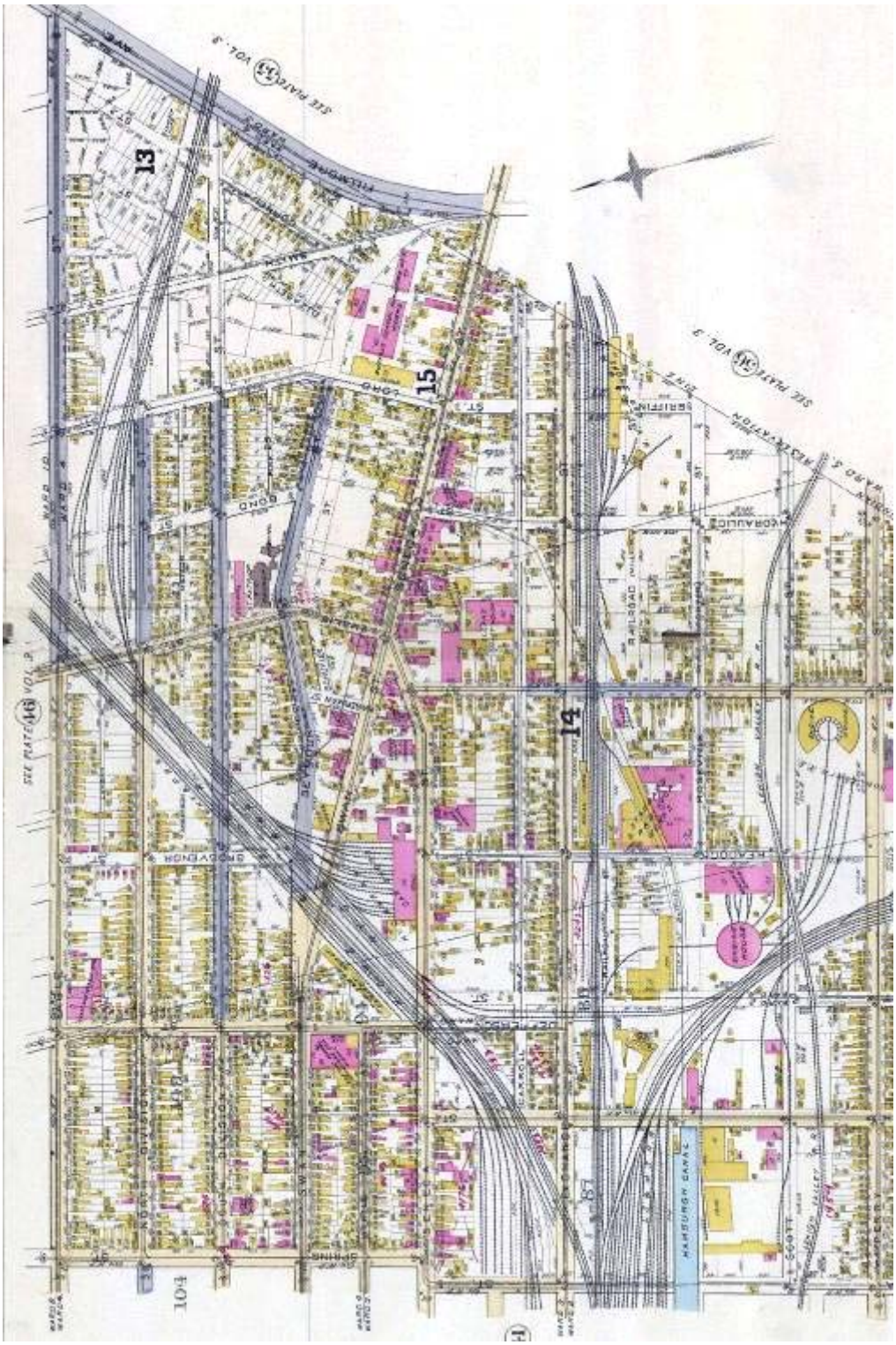

Figure A-6:
Detail, "Parts of Wards 2, 3, and 4," 1894
With the canal now gone, note the reconfiguration of Seymour Street,
as well as the predominance of the railroad in the neighborhood.

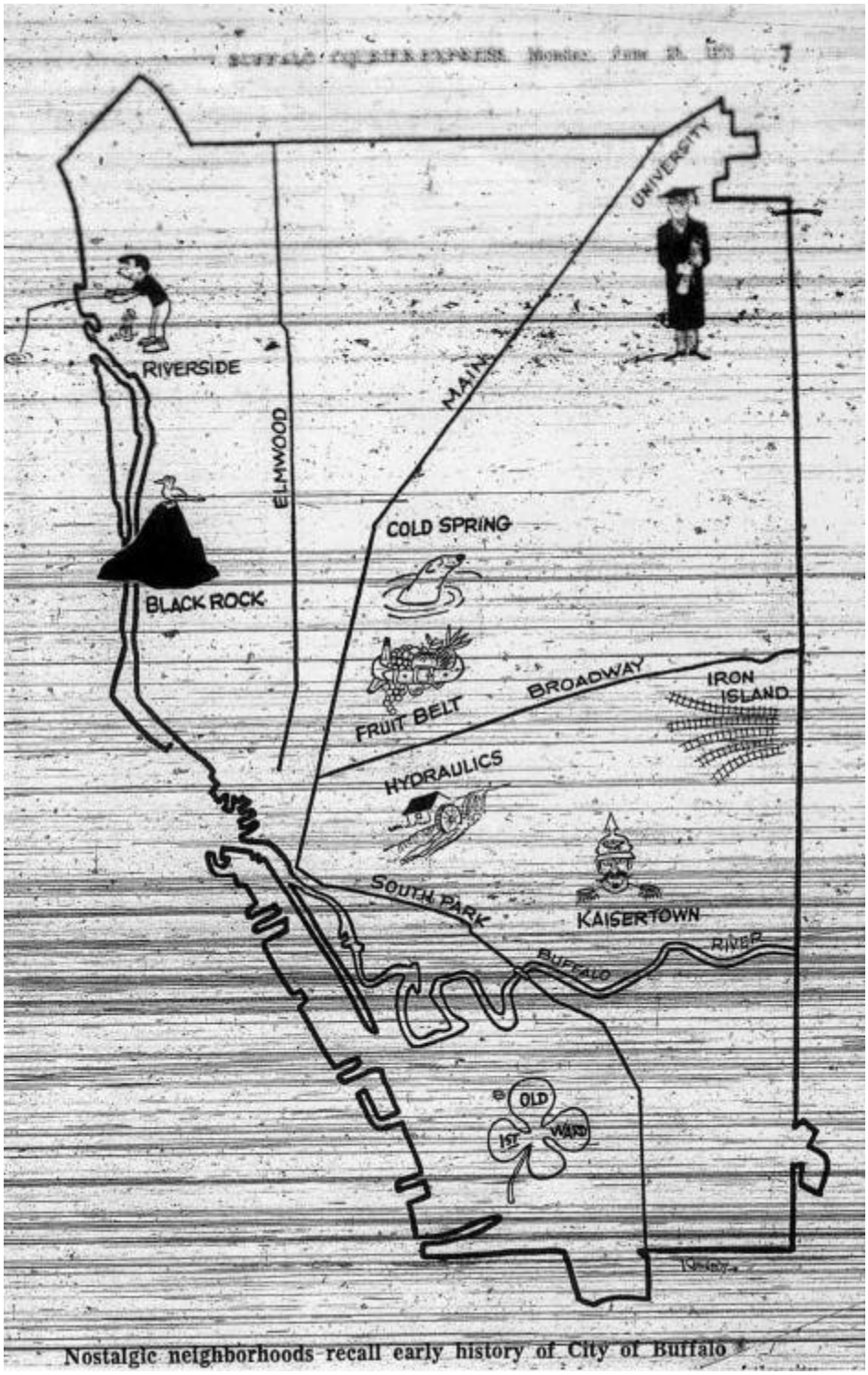

Figure A-7:
"Nostalgic Neighborhoods recall early history of the City of Buffalo," 1971
Although declining, the Hydraulics neighborhood was identified, drawing on its early canal and milling industrial heritage, as a notable neighborhood in Buffalo alongside more prominent communities such as Kaisertown, the Old First Ward and Black Rock.

Historic Photos

Figure B-1:
The Larkin Administration Building, ca. 1910

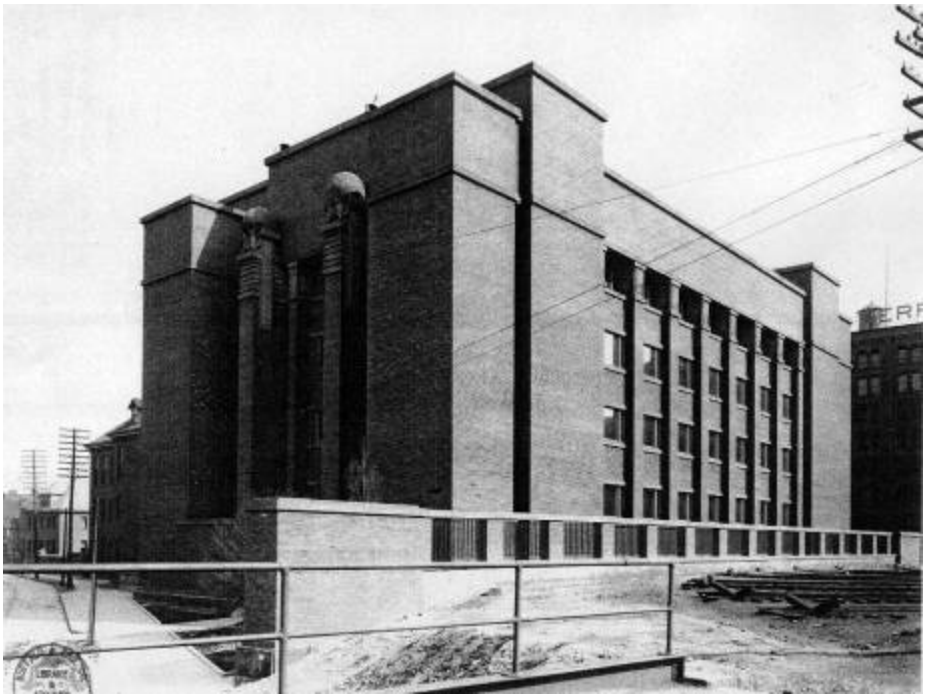

Figure B-2:
Larkin Administration Building from Swan Street subway looking east, extant wall fragment is shown in center foreground

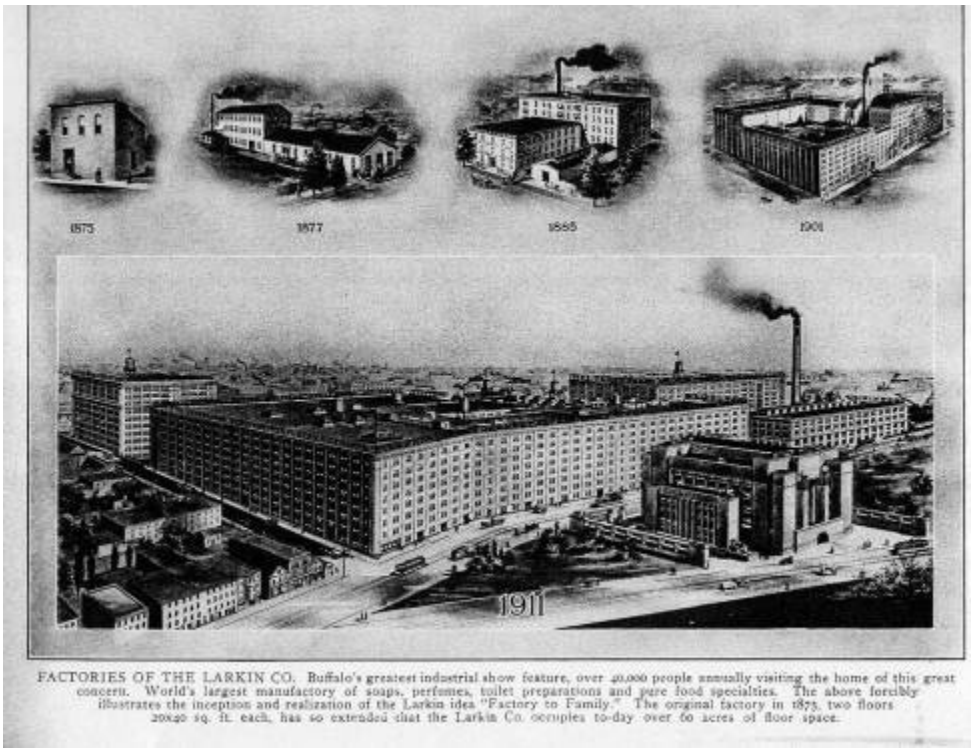

Figure B-3:
"Factories of the Larkin Co. 1875-1911"

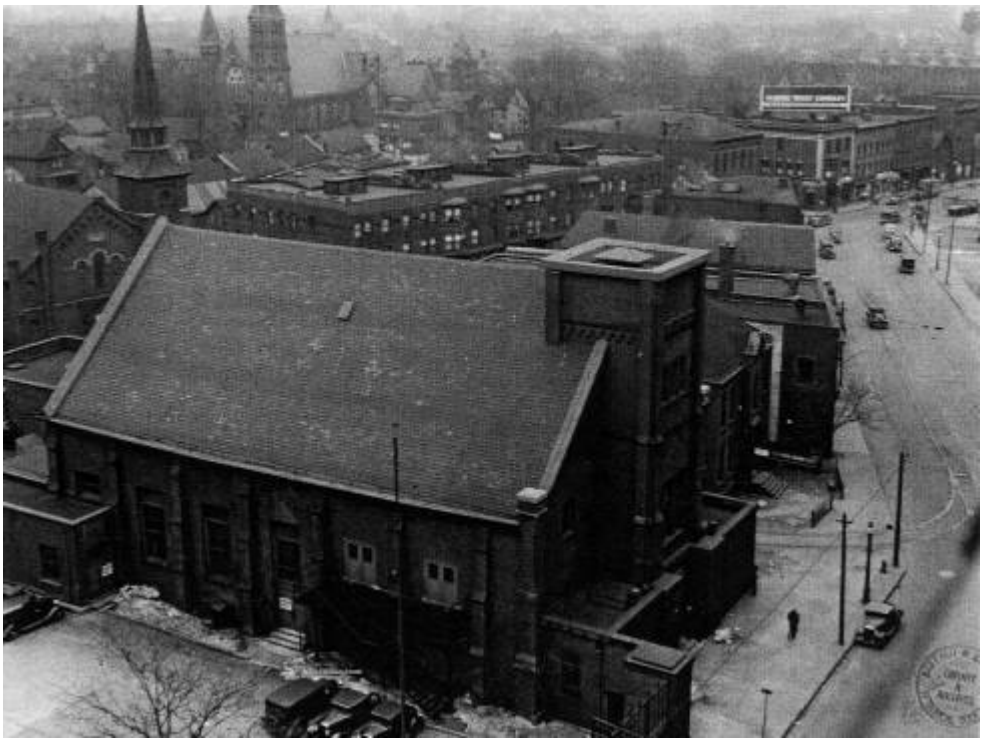

Figure B-4:
Looking east from the Larkin Administration Building, ca. 1920s

Figure B-5:
Aerial View, the Hydraulics Neighborhood, 1924

Figure B-6:
Demolition of the Larkin Auditorium/ former Sacred Heart Church, ca. 1937

Figure B-7:
The Larkin Company Buildings, ca. 1930s-1940s

Figure B-8:
Seneca Street at Emslie Street looking west on Seneca, ca. 1935

Figure B-9:
Roseville and Van Rensselaer Streets, looking south towards I-190 Niagara Thruway, ca. 1959

Figure B-10:
Looking east on Seneca Street from Hamburg Street, March 8, 1960

Figure B-11:
Looking north-east on Seneca Street near Hamburg Street, March 8, 1960

Figure B-12:
Lord Street near East Eagle Street, April 4, 1962

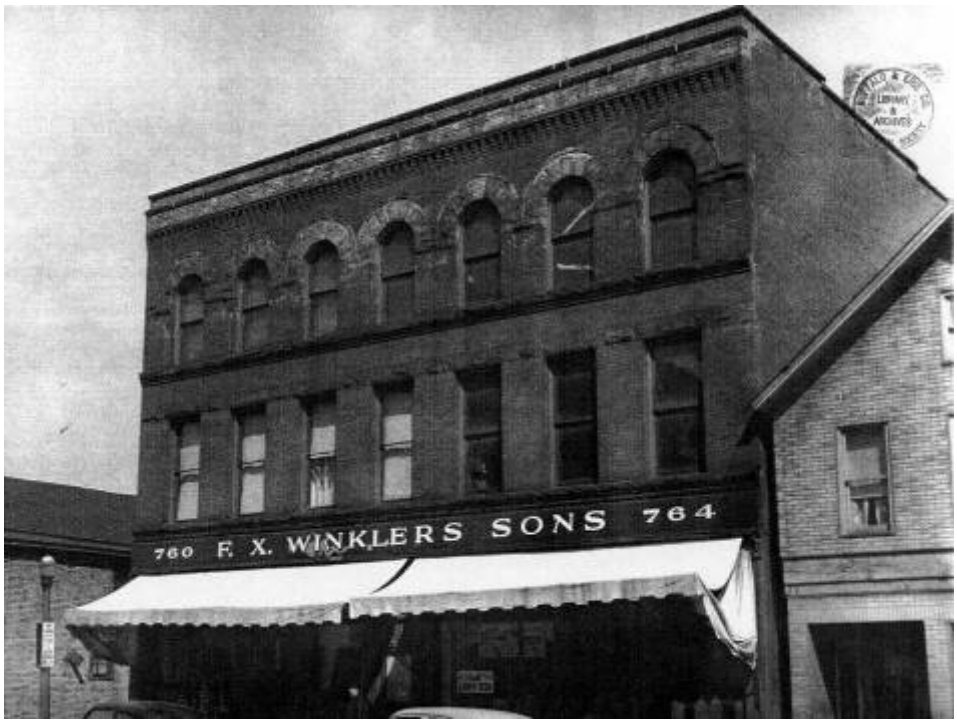

Figure B-13:
F.X. Winkers Sons at 760-765 Seneca Street, ca. 1960s

Figure B-14:
742-748 Seneca Street, ca. 1970s

Figure B-15:
Looking north on Van Rensselaer Street, ca. 1960s

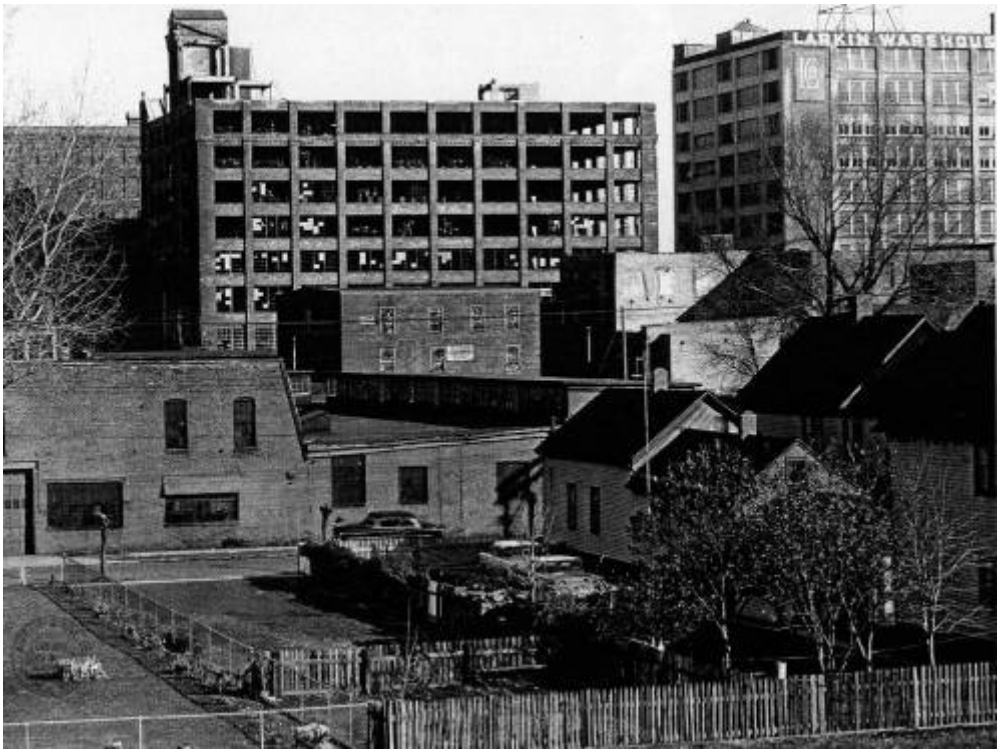

Figure B-16:
Looking north towards Larkin factory from Van Rensselaer Street, undated

Figure B-17:
St. Patrick's Roman Catholic Church (left) and Monastery (right) on South Division Street, undated

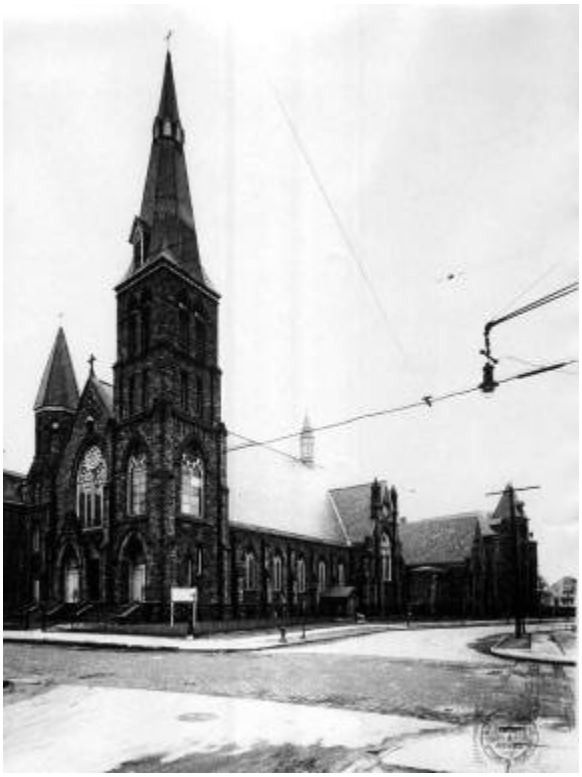

Figure B-18:
St. Patrick's Roman Catholic Church with Monastery in background, undated

Figure B-19:
Seneca Street viaduct, looking east towards the Larkin Company, undated

Compare to the view in 2009

Examples of the primary building and structure types in the Hydraulics neighborhood, as defined in Section F.

1.1 Industrial Architecture Examples

Figure C-1:
567 Exchange Street (former Buffalo Lounge Company Building)
An excellent example of industrial architecture

Figure C-2:
619 Exchange Street (former Iroquois Door Company Building)
An excellent example of industrial architecture

Figure C-3:
290 Larkin Street (former Larkin Company "L,M" Building)
An excellent example of industrial architecture

Figure C-4:
701 Seneca Street (former Larkin Company "B, C, D, E, F, G, H, J, K, N, O" Building)
An excellent example of industrial architecture

Figure C-5:
239 Van Rensselaer Street (former Larkin Company "U" Building)
An excellent example of industrial architecture.

1.2 Commercial and Public Architecture Examples

Figure C-6:
757 Seneca Street "The Kamman Building"
An excellent example of mixed-use commercial architecture

Figure C-7:
760 Seneca Street "The F.X. Winkler Sons Building"
An excellent example of mixed-use commercial architecture

1.3 Residential Architecture Examples

Figure C-8:
767 North Division Street
An excellent example of a worker's cottage type house

Figure C-9:
121 Seymour Street
An excellent example of a Queen Anne type house

1.4 Churches and Religious Institution Examples

Figure C-10:
759 South Division Street ((St. Patrick's Franciscan Monastery)
An excellent example of church architecture

Figure C-11:
688 Swan Street ((former St. Matthew's German Evangelical Church)
An excellent example of church architecture

2.1 Railroad Viaducts and Subway Examples

Figure C-12:
The East Eagle Street Subway
An excellent example of a railroad subway