

# KENTON COUNTY HISTORICAL SOCIETY

## WINTER 1986-87

## REVIEW

### THE AMOS SHINKLE ESTATE

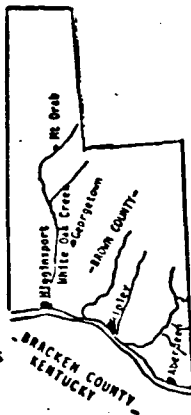
BY John Boh

...all was life and animation, no commercial scene probably in the world equaled that of New Orleans during the business season 1840-1860.<sup>1</sup>

The braggart's statement also specified the time when Amos Shinkle became a rich man. The growth of industry and agriculture and the influx of foreign immigrants stimulated river traffic from Pittsburg to New Orleans. Coal mining on the Kentucky side increased, and in the late '40's the method of propelling barges of coal by steam towboat from Pittsburg became a reality. Cincinnati was a focal point due to its intermediate location. Covington grew as an intimate smaller neighbor.

On August 11, 1818 Amos Shinkle was born in the White Oak Creek Valley which runs roughly from Mt Orab by New Hope, Ohio, by Georgetown, the County Seat of Brown County, Ohio, and descends rapidly over rugged slopes to Higginsport on the River. Since Ulysses S. Grant (1822-1885) lived as a youth in Georgetown, it can be noted in trivia that both Amos' and Ulysses' parents lived at the valley and then later lived in Covington, Kentucky.

This Shinkle line (with early German variations including Schenck, Schenkel, Shenkel, and Shenkle) of Bavarian immigrants first settled in Pennsylvania around 1750; then around 1800 various brothers relocated in what is today Lewis Township, Brown County. Christian Shinkle, a Revolutionary War soldier and Amos' great uncle, settled on Shinkle's Ridge just up the hill from Higginsport. He donated a parcel of meadowland for the nearby church and for the cemetery where he is buried, and some of his land is still occupied by his descendants. Like Shinkles Ridge, Love Road branches off Highway 505 a few miles more to the north toward Feesburg, Ohio. The 1877 county map spots a "Shinkle Family Cemetery" off this Road, and also four different Shinkle farms scattered, as are Shinkle descendants in lesser numbers in the Township to this day.



Peter Shinkle of Higginsport, a landing about 45 miles up river from Covington, made furniture from Eastern Kentucky lumber and traded it as far away as New Orleans. Amos trained at his father's store, and he also tried to run his own business, even as a teenager. At 18 he left for Cincinnati and became a "cook" on a flatboat. According to Stevens, the "boatmen" took salt "from the Great Salt Bend of the Ohio" and commenced from Marietta trading salt to farmers for cattle; in Cincinnati they bartered the cattle for "picks, shovels, nails, and axes"; along the way to New Orleans they traded their ware; and at their destination, they sold the remaining cargo and "frequently" the boat for cash. Sometimes Amos returned by water around and up the East Coast, and then from Baltimore back by the Chesapeake and Ohio Canal. Or he returned over the Cumberland Road. Otherwise, to stimulate a riverman's appreciation for roads and bridges, he came back "with a party" by land through "wilderness in Louisiana, Mississippi, and Tennessee still infested with thieves and Indians." Later he bought his own flatboat and sold lumber in New Orleans. He tried his hand with a store again in Higginsport. Finally, he and his brother Vincent ran the Governor Breathitt on the Cincinnati-Ripley trade and prospered. He married and settled in Higginsport until 1846, capital in hand.<sup>2</sup>

Six of Peter and Sarah Shinkle's sons and one or more daughters lived in Covington. Amos' oldest brother Charles, a steamboat pilot, moved there, then Amos, then his father. Unlike his sons, Peter, who a couple years back had purchased a farm at Catlettsburg, Kentucky, never registered real estate on the Kenton County tax records. The Shinkle Genealogy has him a coal merchant in Covington "selling the first coal used in steamboats." In the 1861 Covington Directory, his occupation is "salesman." In the 1870 Cincinnati Directory he is a "wharfmaster foot of Walnut" while Vincent is "Superintendent wharfboat foot of Walnut" in Cincinnati. According to a newspaper report in 1883 Peter filed suit against Amos "to recover \$18,000, balance due for services rendered." To the outsider this mysteriousness must relate to the rugged informality, or to the complexity, or at least to the inter-state nature of the riverman's business. In Covington Peter lived on the south side of East Third, approximately 229-233 today which Amos owned. He also lived with Amos on East Second. In the 1890 Cincinnati Directory his widow and second wife, Martha was living on West Sixth in Cincinnati.

<sup>1</sup> Gould, p. 732

<sup>2</sup> Stevens, pp 60-63

When Amos moved to Covington, he thrived with a business supplying coal as fuel for steamboats. In 1846 Cincinnati was bustling, its shores busy. The City of Covington was smaller, its landing with room for an endeavor which nevertheless would profit from Cincinnati traffic. At the same time he and his brother Vincent built their own fleet of steamers. According to Port of Cincinnati Records and Way's Packet Directory, in 1851 at Newport, as half owners each the two brothers built the 97 ton sidewheeler Mary Cole to, as the local newspaper reported, transport pleasure-seekers from the foot of Main in Cincinnati up the Licking to Cole's Gardens, a picnic grove on the Covington side, also advertised in the contemporary paper. In 1854 the 145 ton Champion No. 2 was built at Newport--Amos 3/4 owner, Vincent 1/4 owner. In 1856 the 195 ton Champion No. 3 was built at Cincinnati--interests split likewise. In 1860 the 115 ton Champion No. 4 was built at Cincinnati--partnership split likewise. By 1860 he had become rich in a rather short period of time. After 1861, certainly 1864, the focus of his business interests shifted from the water.

By 1860 railroads were rearranging marketing patterns, and the Civil War saw the first general use of a Railroad network for war transport. However, the "western waters" provided a backbone for transport so that the Union forces could penetrate and defeat the Confederacy. While the War started with raids and blockades closing down river commerce, Union forces in a period of months opened up sections of the rivers and hired private vessels for transport of "troops, munitions, and equipment, food, and forage of all kinds, draft animals, and livestock... lesser return flow of wounded soldiers, prisoners of war, soldiers on furlough, captured contraband goods,"<sup>3</sup> which provided a lucrative climate for rivermen with boats such as the Shinkles. And by 1862 "225 new Steamboats" were reported under construction or contracted for along the Ohio River. To meet military needs the Quartermaster Department used alternative methods including charter, contract, purchase and military construction. But the early prevalent charter method quickly made critics of its inefficiency and profiteering. The government, therefore, reduced the high per diem payments for less than patriotic speeds of shipment, and for time in port. And it tried to eliminate expedient use of boats for shelter and storage at regular rates. But even then rivermen profited in the war economy. Amos, already well-to-do, credited with organizing the home folks to withstand Kirby Smith's threat, also made financial inroads with his array of boats and contacts up and down the river, as did his brothers.

According to the Western Rivers Towboat Directory, Champion No. 2 and Champion No. 4 were among a slew of over 150 packets doing service in February, 1862 during the battles of Fort Henry and Fort Donelson. According to the same author's Packet Directory 1848-1983, Champion No. 2 was purchased by the Quartermaster Department already in 1861, Champion No. 4 not until 1863. Before joining the U. S. Navy as a tin clad, the sidewheeler Champion No. 3 "had been actively engaged in transporting army supplies between Louisville and Nashville."<sup>4</sup> The 184 ton Champion No. 5 was built in Cincinnati in 1863 during the period of high demand, but was sunk and burned on the Red River killing 185 people, according to a newspaper article reviewing the fate of some of Amos's boats some 30 years later. In 1864 Amos had 1/2 interest and Cincinnati David Gibson 1/2 interest in the Emma which ran between Cincinnati and Pittsburg that year but was reported to have been in government service in 1864. Under the charter system which lasted until late

'63 on the Ohio, the rate was \$1.50 per hundred pounds and 1/3 to 1/5 "of a cent per mile" per soldier on the often 500 ton capacity Ohio River Steamboat.<sup>5</sup> Eventually the rate for cargo was reduced to 50-60 cents under the new contract system, and it should be noted that steamboats were considered cheaper, less vulnerable to sabotage, and more flexible for military purposes. But the expediency of arrangement between private parties and the Quartermaster benefitted the boatmen, whose trade had been in decline before the war. Amos' coal office at Fourth and Scott was even used as a recruiting station by the Army, according to Stevens.

Amos oversaw construction of the 375 ton Magnolia, built at the Cincinnati Marine Railway Company yards in 1859. During the War it ran the Cincinnati-Maysville trade. At the Port of Cincinnati, November, 1860, it was registered with Amos holding 3/8 interest. In 1863 it was recorded at Port: Amos and Vincent 7/16; Cincinnati distilleryman David Gibson, 7/16; and M. Owen 1/8 interest. According to its ledger in June, 1863 for six days it grossed \$851.75 for passengers and \$606.12 for freight. One day's total for passengers was \$177.50. Typical freight prices were the following: 7 hogheads of tobacco, \$14.00; 26 hogheads of tobacco, \$52.00; 1 jug of brandy, \$0.05; 73 bags of rye, \$111.95; 35 packages of groceries, \$5.50; 7 hogheads of bacon, \$8.76; 1 barrel of cider, \$0.50; total freight for one day, \$247.60. Stops included New Richmond, Point Pleasant, Moscow, Chilo, Augusta, Higginsport, and Ripley. The government was a big consumer of coal and rivermen more and more powered barges with towboats. Amos and Vincent continued their line of "Shinkle family" boats which became the Champion Coal and Towboat Company. As a sideline, during the construction of the Suspension Bridge, Roebling found steam-power for his water pump by harnessing a Champion tugboat motor.



After 1815 when the Town of Covington was chartered, James G. Arnold (1792-1876), John B. Casey (1800-1876), and Alexander Greer (1807-1884) established careers that, like Shinkle's involved extensive business and real estate, and repeated stints as city officials. When John Mc Nickle built his steam powered Rolling Mill in 1831, it along with the just completed steam powered flour mill and three year old cotton factory, provided Covington with some early manufacturing prosperity. In the 1840's the population more than doubled and men such as Isaac Cooper (1808-1883), D. Moor, Greer, and the Gedges erected business buildings, as did J. D. Patch in the '50's, between Third and fourth and Greenup and Scott Streets which foretold the shift of the business focus away from the river. The coming of the Kentucky Central Railroad with its northern terminus at Pike and Washington, the building of the Bridge, and the population increase encouraged speculation and development southward.

<sup>3</sup> Hunter p. 549

<sup>4</sup> Western Rivers Towboat Directory

<sup>5</sup> Hunter, pp. 555-559

The termination of the Railroad in Covington, the partnership between Cincinnati resident Thomas Phillips and Covington resident Richard Jordon in the Licking Iron Works, the economic decline of Lexington, and the antebellum investments in steamboats by Cincinnati's wealthiest and most prominent merchants and manufacturers such as David Gibson and Miles Greenwood--all were clues that a bridge linking Cincinnati and Covington, North and South, would benefit the community. As a member of this business elite, while he was developing further ties and branches in banking and finance, he became a Director in 1856, and in 1866 President of the Bridge Company. As much as anything his investments and decision making here made him a legendary figure, but was also a sign of his growing influence on both sides of the River where enterprising men saw the direct link between transportation and their prosperity.

In the '50's Amos was elected to City Council; in 1859 he built the elegant house for his family which still stands at 215 Garrard. As Grand Master of the International Order of Odd Fellows in the late '50's, he dedicated the three story Greek Revival Odd Fellows Hall at Fifth and Madison which was for a time a center for the City's public life and had among its first tenants "the deposit bank," and "the Post Office." By 1859 he owned seven lots in the City. By the time of his death he had owned twenty or more lots at one time and "built thirty or forty houses," according to Johnson. These included some of the City's finest row townhouses below Sixth Street and East of Madison. As a member of the School Board, he is said to have also encouraged a more stylish but functional architecture.

According to Lewis Collins, in 1866 Amos was one of five men in Covington with incomes of \$20,000: brother Vincent, \$31, 066; foundryman George W. Ball, \$30, 390; Amos, \$29, 961; glass manufacturer Robert Hemingray, \$22, 840; and John S. Wayne \$20, 640. In 1864 Amos bought lots 70, 71, 72 and 73, Second and Kennedy Streets, for \$19, 500 from James G. Arnold, whose real estate holdings and income in his day may have come as close as anyone's to rivaling that of Amos. In 1870 Amos was living in his second new residence which overlooked the Licking and Ohio, where he came to be known as Covington's biggest taxpayer, and where, according to the newspaper, on September 23, 1871 he held a reception for President Ulysses S. Grant.

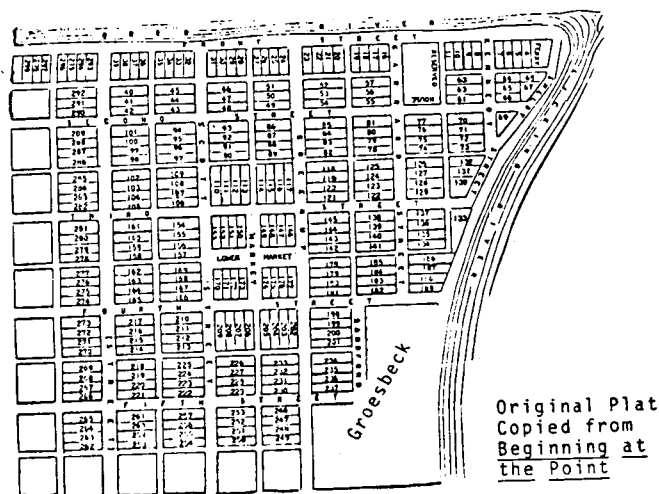
Amos' accumulation of property involved a business community which transcended the River. In 1849 for \$250 he bought the north half of lot 107 in Foote's First Subdivision from Sam E. Foote, a Secretary for a Cincinnati Insurance Company, and today this lot with a duplex has the address 715-717 Scott. In 1852 he bought part of lot 160 Foote's First Subdivision which now is approximately 17-19 West Eighth.

In 1858 he bought parts of lots 235, 236, and 237, original plat of the City at the northeast corner of Fifth and Greenup from P. S. Bush who was an agent for Aetna Insurance, office Sixth and Madison. Amos probably built the buildings that stand there today, addresses 432, 434, 436, and 438 Greenup. In 1864 he bought lot 234 also original plat for \$4,000 in transaction involving foreclosure action against Eber Earl, a Covington book merchant. Amos probably built the three story townhouse, 422, 424, and 426 Greenup and in the rear, 423 and 425 Sanford. Possibly Amos built other structures in this immediate block which are not located on parcels covered in this record.

Between 1851 and 1861 he purchased interest in parts of lots 138 and 139 from J. D. Ellis and H. P. Longmoore where stands today 229-233 East Third, and where his father once lived. In 1859 and 1867 he purchased lots 136 and 137 from several parties including William B. Mooklar a tobacco manufacturer on the site where today are the addresses 309-317 East Third and 304-306 Garrard.

In 1863 he bought lot 55 from J. W. Foley for \$1.00 and other considerations. This was the first of a series of transactions between 1863

and 1891 involving lots 53, 54, 55, 56, and 57 in the block between Garrard and Greenup and between Second Street and the alley to the north of Second where stands Shinkle Row, 230-242 East Second, and also where 202-228 is now listed. One of Amos's last acquisitions involved his brother Uriah's interests in lots 55 and 56 which Uriah lost in his bankruptcy.



Amos was partners "with Barker and Hart, of the firm of Barker, Hart, and Cook; W. C. Hamilton, of the firm of Hamilton, Clay and Co., merchants of Cincinnati," and fellow Covington resident J. D. Hearne (1829-1905) in what was called "probably the largest transaction in real estate that ever took place in Covington," in 1866, that of the "well-known Groesbeck Property" which was yet undeveloped between Fourth and Sixth Street between Sanford and the Licking River, "embracing nine and a half acres." By 1868 they had recorded Park Place Subdivision at the Court-house. They proceeded to deed portions of the subdivision to respective partners. Amos took lots 1, 2, 26, and 27 which today have addresses 402, 404, and 501 (Ernst-Ware Mansion), and 502 Garrard. According to the Centennial History of Cincinnati about Hearne: "while his social life and family interests have centered in the old city of Covington, Mr. Hearne's business interests have been confined for many years to Cincinnati."<sup>6</sup> But while he was a shoe merchant and banker in Cincinnati, he also organized City National Bank in Covington, was President of the Covington Branch of the Farmers Bank of Kentucky, and was considered a colleague of Amos in Northern Kentucky business affairs.

In 1870 Amos bought the south side of an existing duplex now 1403 Scott from attorney Joseph Chambers, and in 1877 he bought a parcel at the northeast corner of Second and Main. In 1876 he acquired lots 94, 95, 96, and 97 at the southwest corner of Second and Scott in bankruptcy proceedings involving his brother, coal dealer, Uriah. In 1884 he acquired lots 74 and 75 located opposite 215 Garrard but north of the alley, for \$6, 000. His brother Vincent, who had been a partner with Uriah in coal, as well as with Amos, was also losing his estate to bankruptcy. The list of his property and investments indicate some of the interests that Amos had acquired over the years: Kenton Insurance Company, Champion Coal and Towboat Company, Covington-Cincinnati Bridge Company, Odd Fellows Hall Association, American Silver Mining Company, Cincinnati Marine Railway and Drydock Company, Covington City National Bank, First National Bank, German National Bank. According to the newspaper, Vincent went under when he tried to cover his son's \$60, 000 loss for a steamboat which burned, and when he tried to cover some of Uriah's debts with \$30, 000. Amos' character has been questioned because, maybe as an offshoot of sibling rivalry, neither here nor in his Will did he show desire to help his brothers in distress.

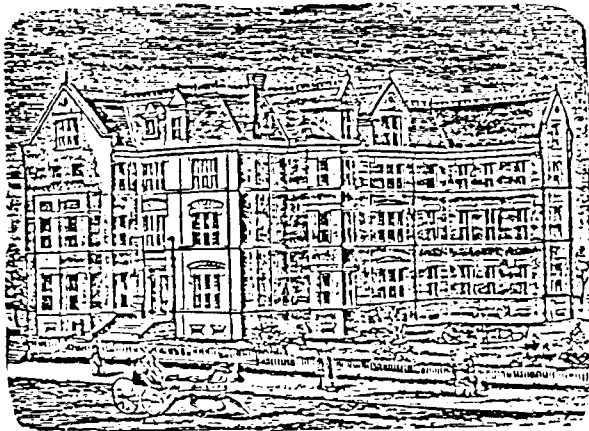
<sup>6</sup>Greve. vol. II. p. 511

In 1882-83 Amos acquired lots 36, 37, 38, 39, 40, 41, and 42 original plat of the City, between Scott and Madison at the River, the site of the Mc Nickle Rolling Mill, for \$30, 000 through proceedings involving the estate of George W. Ball (cir.1809-1868), who had married Mc Nickle's sister. In 1891 Amos bought parts of lots 84 and 85 at the southwest corner of Second and Greenup.

Joining the Union Methodist Episcopal Church in 1864, Amos oversaw the purchase of lots 246, 247, 248, and 249, original city plat, mainly from prominent merchant John B. Casey. As the wealthiest member of the congregation, he provided leadership in the construction of the new church in 1866-67 at the corner of Fifth and Greenup. Acting for the church in the 1870's, he resold the duplex at 517-519 Greenup. Amos purchased a lot and promoted construction of the new Shinkle M. E. Church on East Fifteenth Street, and his final encouragement before his death was to match fellow members contributions "brick for brick."

The records of the Fifth Street Church, according to its history, were kept in Amos' office, also the location of the telephone exchange at the south-east corner of Fourth and Scott Streets, until the Company moved to its new office at Fourth and Court in 1904. Amos was involved with the Telephone Company in a number of ways. The first line across the river was strung on the Suspension Bridge three months after the first exchange was established in Cincinnati in September, 1878. And as it turned out, the Newport-Covington Waterworks, incorporated in 1868, with which he was involved, and banks were among the first users of the telephone.

In 1881 he bought property at Madison, Fourteenth, and Neave for \$8, 000 and built the Protestants Children's Home, a 53 room, nine dormitory, four story complex for \$50, 000. According to the newspaper he paid for all of it and turned over title to the trustees at the time of the dedication in the name of himself and his wife Sarah, who was serving on the Board of Managers. Amos did not provide for maintenance, however; and money raising at the time involved prominent members of society.



PROTESTANT CHILDREN'S HOME, COVINGTON, KY.

When Amos started First National Bank, it was located in the Odd Fellows Hall "in the same room" as the Kentucky Central Railroad. But in 1875 the south half of lot 263 was purchased from the heirs of A. P. Sandford, and the bank was located at what is today 513 Madison until sometime before 1929 when the present yellow glazed brick "Greenberg building" was erected. In 1867 the south half of lot 264 was purchased from Charles and Ann Mc Laughlin and the Covington Gas Light Company Office was set up in a building which still stands at 509-511 Madison. In the early 1800's in Cincinnati a plant was built "to produce gas from coal--the universal method of gas manufacture then in use."<sup>7</sup> The Covington Gas Light Company was incorporated in 1849; the gas

<sup>7</sup>The C. G. and E. Story

manufacturing works was located at the foot of East Eighth on the Licking River near the Blick and Phillips Coal Yard. From 1854 forward the Company purchased lots 190 to 203 and 224 to 227 in Foote's Second Subdivision as well as property east of Prospect Street on Saratoga. Amos was President from 1863 until his death. Over the years the Company quarreled with the City over prices and rights of way. The City wanted to buy the Company, but in 1868 the two parties could not reach an agreement on the purchase price in negotiations which involved J. D. Hearne and four other mediators. Interests usually overlapped as when the City Attorney was also on the Board of Directors of the Gas Company. Defenders of consumers termed the Company "monopolists" and "wealthy corporation." Amos' position was to defend his Company and its stockholders.

In 1901 title to 509-511 Madison was transferred from the North American Company of New Jersey to the Union Light Heat and Power Company in a transaction which involved the property and franchises of outfits which had already become consolidated with the New Jersey Company including: the Covington Gas Light Company, the Newport Light Company, and the Suburban Electric Company of Newport.

Amos was a dominant personality in the Gas Light Company for over thirty years. As a coal merchant he was involved with the raw materials as he oversaw the development of the Company. Two years after his death the Covington Directory read: "Shinkle Amos (estate), Bradford Shinkle Executor 511 Madison," the same building as the Gas Light Company. But by 1910 there was a new address: "A Shinkle Estate, Brad Shinkle Estate. A. Clifford Shinkle Executor, at 36 East Fourth Street.

When ten months before his death "Amos the Bold," as the newspaper disclaimed, opposed the construction of a second bridge to relieve traffic on his bridge, which seemed sensible to other Covington and Cincinnati leaders--Amos openly displayed his hard-fistedness. And in his will Amos directed and Bradford later specified in his own will, in Bradford's words: "I direct that no appraisement be made of my estate, and that no bond be requested of my Executrix and Executors." Amos wanted his heirs, in addition, to live off of rent, interest, and dividends without disposing of portions of the principal. So, Bradford went to court in 1893 and won the right to circumvent this stipulation. However, in June, 1896 Bradford was subject to court action as a result of a court motion filed by Auditor Bryson asking for a tax verdict. Again in January, 1911 Bradford was subjected to court action for back taxes. Revenue agent Rehorn filed a memo in Kenton County Court with the purpose of compelling inventory under the auspices of Judge Cleary and County Clerk Dillon. In May, 1911 according to the newspaper, Judge Cleary rendered a verdict requiring the payment of \$200,000 in back taxes.

Amos and Sarah's only child Bradford (1845-1909) generally furthered his father's interests as President of the Bridge Company, President of the Champion Ice Company and as a Director of the First National Bank of Covington, Fifth-Third Bank of Cincinnati, the Cincinnati Leaf Tobacco Company, the Columbia Life Insurance Company of Cincinnati, and the Central Trust Safe Deposit Company of Cincinnati; and he was partner in the wholesale grocery, Shinkle, Wilson, and Kreis of Cincinnati. At his death Amos owned 120 shares of Fifth National Bank of Cincinnati, Bradford 479 shares. At his death Bradford was known as the "heaviest holder" of stock in Fifth Third National Bank of Cincinnati and First National Bank of Covington.

Bradford continued the tendency of Amos to buy property involved in money troubles. In 1883 he bought lot 21 in Foote's First Subdivision, probably 19 West Pike Street and 20 West Seventh, from James Spilman for over \$13, 000. Spilman who had been operator of several Covington stores, had in 1871 organized the German National Bank with

Henry Feltman, and had at one time been a director of the City's waterworks, was lately being forced to sell out. In 1897 as a result of court action taken between H. L. Greer heir and plaintiff and A. L. Greer heirs and defendants, Bradford Shinkle for \$17, 250 bought parts of lots 170 and 171 where stands the Greer Building 326-330 Scott. Bradford also bought the west half of lot 229 Scott, now 440 Scott, and lot 57 in the Greer Subdivision. In 1897 Susan Longworth, surviving heir of Joseph Longworth, sold to Bradford Shinkle for \$15, 600 a block fronting fifty feet on Madison between the alley and Seventh, now 630, 632, and 634 Madison, subject to a lease to George Howell (1832-1905) who had been Director of the First National Bank and who was operating his paint supply business from this property. Like Amos, Bradford was involved in other properties and businesses too numerous to report in a short piece.

In 1913 Bradford's widow, Mary Hemingray Shinkle offered the Shinkle Mansion on East Second to the Salvation Army which was looking for an alternative to its present shelters and also felt the need for a Protestant alternative to the Catholic Saint Elizabeth Hospital. The 45 year old "white stone" mansion had electric lighting, furnace heat, hot water, and a lawn fountain which accented the three story, 33 room behemoth. Its \$150,000 value made it the biggest gift yet to the Salvation Army in America. The mansion title was transferred June 8, 1914. However, the rear stable was returned because son Clifford wanted to make it into apartments. A new deed was recorded January, 1915, and the army received a mansion with woodwork that rivaled the "palaces of England," according to the Salvation Army Adjutant. Originally the Army and the Shinkles had in mind a much more modest purpose than the modern hospital. And after some concern that Mrs Shinkle not become disgruntled, especially since she had made an endowment for the upkeep of the Mansion, given all the intricacies of the Army organization and the public and private politics of the medical and non-medical worlds, the Mansion was torn down in 1926 in a revision of earlier plans for merely adding wings.

Amos' grandson also continued the family fortune. Amos Clifford Shinkle, one of Bradford's three children by two marriages to Hemingray sisters, "a prominent factor in financial circles of Cincinnati, is the President of the Central Trust & Safe Deposit Company of this city."<sup>8</sup> A Shinkle was President of the Suspension Bridge Company into the 1940's. In 1955 the Bridge was purchased by the State of Kentucky.

Amos, the hard driving second son and third child of Peter and Sarah Shinkle was of that breed of overachieving nineteenth century capitalists whose private business history merges and overlaps with the story of the local community's utilities and public corporations. Domineering and aggrandizing, elements in his family background provided a field of growth whereby he emerged as a wealthy banker and financier. But he had to find justification for his success in religious activities and in great philanthropy.

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#### THE PETER SHINKLE FAMILY

Biographical data from Shinkle Genealogy; Information on boats from Port of Cincinnati Bureau of Inspection and Navigation and Way's Packet Directory, 1848-1983:

Peter Shinkle (1795-1886) made furniture for sale in New Orleans; hired substitute for War of 1812; moved to Covington in 1847; "engaged in the coal business, selling the first coal used in steamboats"; married Sarah Day (1798-1874); they had ten children:

Malinda (1815-1882) married William Holden at Covington, Kentucky.

Charles (1815-1892) married Nancy Livingston, niece of William Holden in Higginsport; moved to Covington in 1843; moved to St Louis, 1851. \*\*1851, 1/2 owner and Master of Trenton; 1851, owner and Master of Wave\*\*

Amos (1818-1892) married Sarah Hughes at Higginsport; moved to Covington in 1846; elected to City Council; initiated Protestant Children's Home with gift worth \$60, 000.

\*\*1851 1/2 interest in Mary Cole (also known as Champion; 1853 3/4 owner of Champion No. 2; 1859 3/4 interest in Champion No. 3; in 1860 3/4 interest in Champion No. 4; 1863 part interest in Champion No. 5; 1864 part interest in Champion No. 6; 1867 part interest in Champion No. 7; 1862-63 1/2 interest in the Emma; 1860, substantial interest in Magnolia; 1863, part interest in towboat Hunter; 1864, 3/4 interest in towboat Hunter No. 2; registered as Master of Champion in '51, '52, and '59 and of Champion No. 3 in 1959. (Champion No. 9, built in Cincinnati 1879, 462.79 tons, owned by "the Shinkles")\*\*

Matilda (1820-1892) married Wm. Williams of Paris, Kentucky; after his death she married William Porter, carpenter from Higginsport, later coal merchant in Louisville.

Vincent (1822-1885) married Lydia Livingston, sister of Mrs. Charles Shinkle; after she died he married Emma Buford.

\*\*1851 1/2 interest in Mary Cole; 1853, 1/4 interest in Champion No. 2; 1859, 1/4 interest in Champion No. 3; 1860, 1/4 interest in Champion No. 4; 1863, 1/4 interest in Champion No. 5; 1864, part owner of Champion No. 6; 1860, part interest in Magnolia; 1859, 1/2 interest in Glenwood; 1854, 1/2 interest in towboat Hunter; 1864, 1/4 interest in Hunter No. 2; 1864, 1/2 interest in Little Champion (59 ton towboat); 1864 owner of Abbie and Chantie; 1868 part interest Annie; 1860 Master of Champion No. 2 but owned by Samuel Wiggins of Cincinnati; 1868 owner and Master of Spray\*\*

Melissa (1825-1891) married Jacob Alley a farmer in West Virginia.

Uriah (1827-?) married his first cousin Delilah Day; after her death he married Delilah's sister by adoption, Mary Ann Day.

\*\*1860 1/2 interest in Citizen; 1864, 1/4 interest in White Rose; 1864, 1/4 interest in Colossus; 1868, 1/2 interest in Mannie\*\*

Josiah (1829-?) married Margaret Munday; married a second time; later he became a physician and moved to Atlanta, Georgia. \*\*1860, Master of Citizen; 1864 1/4 interest in Colossus\*\*

Melvina (1832-1891) married James Williams, Covington, Kentucky.

Oliver (1834-?) Piloted boats for brothers Amos and Vincent for 17 years; volunteered and ran boats for Union Forces on the Ohio, Cumberland, Tennessee, White, Arkansas, Yazoo, and Mississippi.

## THE SHINKLES ON THE KENTON COUNTY TAX LISTS, 1846-1890

				Equalization	Total
-1846	-Charles	-	-lot # 20	\$2,000-	-
-1847	-Charles	-	-lot # 20	1,600-	-
-	-Amos and Peter <sup>a</sup>	-	-	none	-
-1848	-Amos	-	-(2) lots <sup>b</sup>	1,950-	-
-1849 <sup>c</sup>	-Amos	-	-(2) lots	2,500-	-
-	-Charles	-	-lot # 20	5,000-	-
-1850	-Amos	-	-(2) lots	3,900-	-
-1851	tax list is missing				
-1852 <sup>d</sup>	-Amos	-	-(4) lots	6,500-	-
-	-Charles	-	-(1) lot	6,500-	-
-1853 <sup>f</sup>	-Amos	-	-(4) lots	10,000-	12,000-
-	-Charles	-	-(1) lot	6,500-	-
-1854	-Amos	-	-(4) lots	16,000- <sup>e</sup>	12,000-
-	-Vincent and Uriah	-	-(5) horses and (1) store	-	3,600-
-1855	-Amos	-	-(5) lots	30,500	20,000-
-1856	-Amos	-	-(6) lots	31,500-	20,000-
-	-Vincent	-	-(1) lot	3,500-	-
-	-Vincent and Uriah	-	-	-	5,000-
-1857	-Amos	-	-(9) lots	41,300-	12,700-
-	-Vincent	-	-(3) lots	13,000-	-
-	-Vincent and Uriah	-	-(1) lot	2,000-	-
-1858	-Amos	-	-(7) lots	35,200-	12,000-
-	-Vincent and Uriah	-	-(1) lot	2,000-	-
-1859	-Amos	-(1) store	-(7) lots	50,000-	1,000-
-	-Vincent	-	-(2) lots	20,000-	-
-	-Vincent and Uriah	-	-(2) lots	7,000-	(1) store
-1860	-Amos	-	-(2) lots	55,400-	12,000-
-	-Vincent	-	-(2) lots	55,000-	-
-1861	-Amos	-(85) acres-	-(13) lots	63,700-	9,000-
-	-Vincent	-	-(2) lots	10,700-	-
-	-Vincent and Uriah	-	-(1) lot	5,000-	-
-1862	-Amos	-(85) acres-	-(10) lots	47,500-	11,000-
-	-Vincent	-	-(3) lots	11,100-	-
-1863	-Amos	-(85) acres-	-(14) lots	60,300-	41,000-
-	-Vincent	-	-(4) lots	15,700-	6,000-
-1864 <sup>i</sup>	-Amos	-(118) acres-	-(12) lots	67,700-	5,000-
-	-Vincent	-	-(4) lots	15,700-	3,000-
-	-Oliver	-	-(1) lot	8,000-	-
-	-Uriah	-(10) horses-	-(2) lots	5,000-	-
-1866	-Amos	-(118) acres-	-(15) lots	84,000-	-
-	-Vincent	-	-(6) lots	27,000-	-
-	-Oliver	-	-(3) lots	10,000-	-
-1868	-Amos	-(116) acres-	-(15) lots	112,400-	40,300-
-	-Vincent	-(87) acres-	-(19) lots	39,100-	-
-	-Uriah	-	-(4) lots	19,000-	-
-1874	-Amos	-(118) acres-	-(20) lots	162,730-	-
-	-Vincent	-(87) acres-	-(16) lots	44,500-	-
-1890	-Amos	-	-(21) lots	279,550-	-
-	-Uriah	-	-	900	-

<sup>a</sup>Peter's name appears regularly; however, he never lists any real estate.

<sup>b</sup>Amos purchased lot # 125 for \$1,500, DB 13, p. 132 (June 20, 1847); he purchased lot # 107, Foote's first subdivision for \$250 from Sam E. Foote through Sam Carpenter, Ohio Commissioner for Kentucky (November, 30, 1849 but recorded in Covington Court records August 31, 1911) DB 143, p. 185.

<sup>c</sup>Josiah and Uriah are listed but no real estate is registered.

<sup>d</sup>Vincent is listed but with no real estate.

<sup>e</sup>Amos built his house on lot # 125, original plat of City in 1854, now 215 Garrard; see Covington Journal 8-26-54, p. 3.

<sup>f</sup>This is the last time that Charles is listed.

<sup>g</sup>Value at 30 cents per 100.00

<sup>h</sup>Amos owned "Center Farm" out the Lexington Pike, now the Dixie Highway where it intersects I-275; the house with classic columns still stands facing the Highway.

<sup>i</sup>This year's entry indicates prosperity due to service and profits in the War.

Note: The above chart does not include every entry. When Amos died he left an estate estimated at \$2.5 million (K. P., 11-14-92)

BIBLIOGRAPHICAL NOTE

Investigation began by back-referencing from DeedBook 143, pp. 309-328 (September 20, 1911) the transfer of 28 "parcels" from heirs of Bradford Shinkle to The Kenton Realty Company for \$1.00 and other considerations. The earlier transfers to Amos or Bradford involved people of interest: DB 47, p. 493, the George Ball estate; DB 51, p. 160, the Vincent Shinkle bankruptcy; DB 35, p. 321, the Uriah Shinkle bankruptcy; DB 96, p. 512, Nickolas Longworth estate; DB 121, p. 1, the Alexander Greer estate; DB 92, p. 142, the James Spilman property. The utilities property transfer and consolidation was found in DB 107, pp. 311-321. For wills see: WB 6, pp. 45-49 for Amos; WB 11, pp. 15-16 for his wife Sarah; WB 11, pp. 29-31 for his son Bradford.

For a genealogical background on Amos' family see: Louisa J. and Charles L. Abbott, The Shinkle Genealogy, Comprising the Descendants of Philipp Carl Schenckel, 1717-1897, found in the Kenton County Public Library.

Harry R. Stevens' The Ohio Bridge, 1929 provided a useful outline of Amos' beginning. Other sources with biographical sketches include: E. Polk Johnson, A History of Kentucky and Kentuckians, 1912; Charles F. Goss, Cincinnati, the Queen City, 1788-1912, vol 4. Charles T. Greve's Centennial History of Cincinnati and Representative Citizens has a summary of J. D. Hearne's career. On David Gibson, see the S and D Reflector, vol 11, No. 2, June, 1974, pp. 12-14.

For the building of the Suspension Bridge in addition to Stevens: D. B. Steinman, Builders of the Bridge, the Story of John Roebling and Son, 1945 and "The Suspension Bridge: They Said It Couldn't be Built," Bulletin of the Cincinnati Historical Society, vol 23, No. 4, October, 1965 by Joseph S. Stern.

Thorough works on related topics include: Fifty Years on the Mississippi, a Gould's History of River Navigation by E. W. Gould; A History of Transportation in the Ohio Valley with Special Reference to its Waterways, Trade, and Commerce from the Earliest Period to the Present Time by Charles H. Ambler; and Steamboats on the Western Rivers, An Economic and Technological History by Louis C. Hunter.

On Amos' boats see: Ways' Western Rivers Towboat Directory Compiled in 1943 by Capt. Frederick Way, Jr. (see section on "Civil War Gunboats and Transports"); Way's Packet Directory, 1848-1983 by Frederick Way, Jr.; Cabin Register, Cincinnati-Maysville Trade, June 1, 1863-November 12, 1864 for Magnolia; Port of Cincinnati Bureau of Inspection and Navigation Records on Microfilm. The last three are in the Rare Book Room, Cincinnati Public Library. The Behringer Crawford Museum, Devou Park also has related Steamboat Ledgers.

On local history also: The C. G. and E. Story, 1959; First Methodist Church, One Hundred and Sixty Years, 1805-1965; Shinkle Methodist Centennial History, 1867-1967; "Early Telephone History of Northern Kentucky," by Eugene E. Druley, Christopher Gist Papers, vol 6; A Protestant Hospital for Covington; Booth Hospital, 1915-1885 by Norman Murcock; National Register of Historic Places, the Downtown District by Walter E. Langsam; Gentlemen Farmers to City Folks by Joseph F. Gastright; Beginning at the Point by Allen W. Smith; Dorothy Wieck Family Files; local newspapers.

NOTES FROM THE KENTON COUNTY PUBLIC LIBRARY

The Kentucky Collection continues to grow at the Kenton County Public Library. Among recent additions:

The War of the Rebellion: A compilation of the Official Records of the Union and Confederate Armies. Washington: G. P. O., 1898-128 volumes. Note: the last few volumes in the reprinted set will be arriving soon.

The Atlas to Accompany the Official Records ... is also owned. Report of the First Meeting of the Society of the Army of the Cumberland Held at Cincinnati, February, 1868. Cincinnati: Robert Clark and Co., 1868. The library also holds reports of meeting held in: 1869, 1870, 1871, 1872, 1881, 1882 and 1896.

The long awaited personal Index to the 40 volume run of The Confederate Veteran (magazine), 1893-1932, should be received in the next month or so according to the publisher.

The Library has received The Records of the Virginia Company of London edited by Susan Myra Kingsbury. 4 volumes. Washington: G. P. O., 1906. This was a gift of Alice Taylor Hoffman.

A good many volumes of the Acts of the General Assembly of the Commonwealth of Kentucky are now available in the Kentucky Collection. 1906-1952 are presently on the shelf. 1815 through 1904 are being processed and soon expected.

Few of the Covington and Newport City Directories 1832 forward, have been on the shelf in recent years due to their deteriorating condition. All "missing" volumes have been available on microfilm-but difficult to read due to their extreme reduction. Now, one of our microfilm readers has been fitted with a magnification lens that will make the microfilm readable.

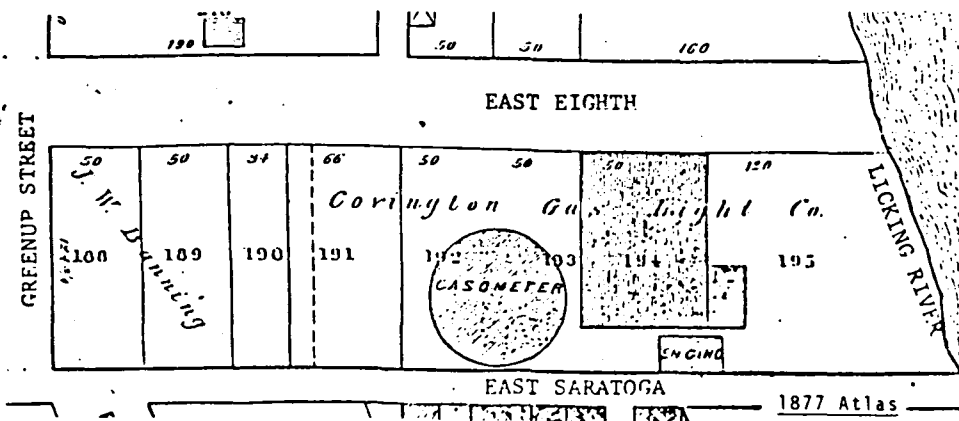
query

Seeking her late husband's ancestors around Fleming County: Conly, Connley, Coyne, and Hawkins--the latter especially around Flemingsburg.

Mrs. Edward C. Coyne  
208 Bearle  
Pasadena, Texas 77506

SPRING PROGRAMS, 1987

- March 4--Dr. Ramage on his new book (see enclosed).
- April 8--Program at Ft Thomas Soldiers Mess Hall in Tower Park presented by Ft Thomas Heritage League.
- May 7--Joe Gastright on the topic: Where did the Germans and other immigrants come from?
- June 7--Second Annual Tour of selected churches.



query

1. Desire any and all data on the following Martin families: All the Martin children who wer born in Campbell County between 1831 and 1840. Susanna Martin marries Robert F. Ware; Elizabeth Jan Martin married Jonathan C. White; Thean Allen Martin marries Mary A. Culbertson; James M. martin married Agnes G. Medamos; and Martha Patience Martin married Andrew Baker. Am willing to share information.

2. Desire information of Collins-Turner. Charlie Edward Collins, born August 21 1858 Ohio, died December 28, 1905, Campbell County Kentucky; and Mary Ann Turner born August 9, 1866 in Kentucky, died January 29, 1943 in Campbell County, Kentucky. Their children were Laura Margaret, born April 7, 1882 in Ohio; Raymond E., born February 8, 1894 in Campbell County, Kentucky; Charles Oliver, born August 8, 1895 and Addie Mae ("Jennie"), born November 1, 1901. Am willing to share information.

Joyce M. Riedlin (request submitted  
P. O. Box 5589 February, 1986)  
APO New York 09009

query

Seeking family of Holiday Duren Taylor, married Campbell County, Kentucky, December 9, 1844.

Ruth M. Cook  
5103 W. Hob Hill  
Yakima, Washington 98908

query

Seeking cousins by the name of Eubank in the local area.

Jerry Simmons  
4049 Ross Park Drive  
San Jose, California 95118

PUBLICATIONS COMMITTEE

Jim Kiger, Dorothy Wieck, John Boh, Paul Tenkotte, and Joe Gastright

The following will be available sometime in April for \$10.00 plus \$1.00 mailing: A Heritage of Art and Faith: Downtown Covington Churches, 2nd ed., with updated material and a new chapter on the Cathedral Basilica of the Assumption.

Available: Kenton County Cemetery Book, listing from headstones of cemeteries in the County, \$22.00 plus \$2.00 mailing; 1860 Census Index, \$12.50 plus \$2.00 for mailing; 1870 Census Index, \$25.00 including mailing

Take out a two year membership and get one of the following for free: From Gentlemen Farmers to City Folks, regular price \$2.50 plus \$1.00 for mailing; Westside Walking Tour, regular price \$2.50 plus \$1.00 for mailing.

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