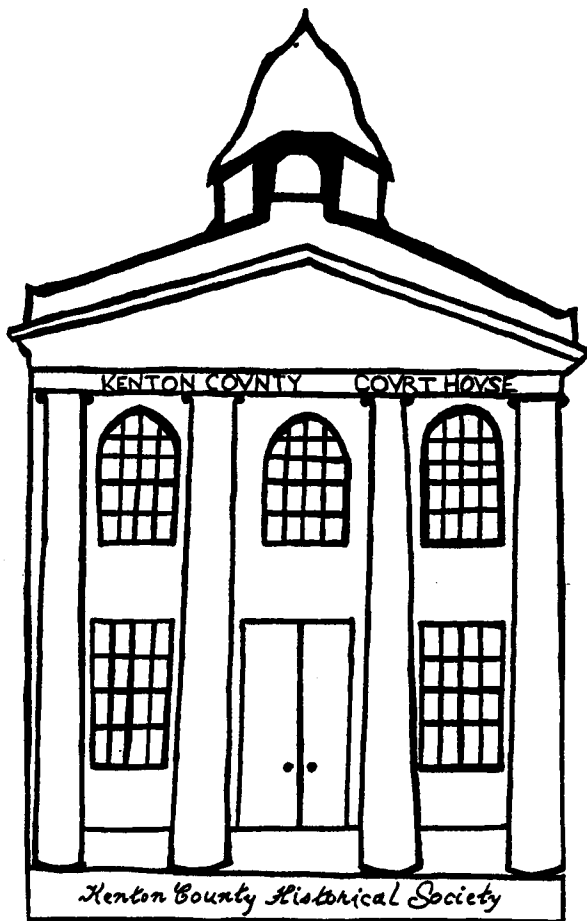


KENTON COUNTY HISTORICAL SOCIETY  
(organized in 1977; non-profit;  
member, Historical Confederation  
of Kentucky)



November 1992

## Kenton County Historical Society

P. O. Box 641  
Covington, Kentucky 41012

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R E V I E W

November 1992

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### ANNOUNCEMENT: MEETING AND PROGRAM

On Wednesday evening, November 11, 7:00 pm, at the Erlanger branch of the Kenton County library, Kenton County Commissioner Bernard J. Moorman will speak on...

#### COUNTY GOVERNMENT PAST AND PRESENT: A PERSPECTIVE.

One theme in his talk will be how county government has changed in the last twenty-five years. There will be a question and answer session at the end of the presentation.

This program will be free and open to the public. It will be hosted by members of the Kenton County Historical Society. There will be a brief business session before the program.

Wednesday evening

November 11

7:00 pm

Erlanger branch of the Kenton County Public Library

3130 Dixie Highway (next to Kroger's)

### CHRISTMAS PARTY

On Tuesday evening, December 1st, the Kenton County Historical Society will officially celebrate the Christams season at the home of Karl Lietzenmayer, 501 East Southern avenue. This house was once the home of James Earle, the last Mayor of Latonia before it was annexed.

THE J. T. HATFIELD COMPANY (1882-1950)

"In more recent years long distance shipments of coal from Pittsburg have practically ceased....Although New Orleans and other lower Mississippi points now receive their coal from the fields of Alabama, Cincinnati and Louisville continue to receive large supplies from West Virginia and Kentucky...."  
-A History of Transportation in the Ohio Valley,  
Charles Henry Ambler, 1931

In 1854 "the beginning of the towboat traffic in coal and coke between Pittsburg and New Orleans was a noteworthy event." For over 50 years after the Civil War heavy rainfall, following drought, or melting ice after winter freeze, signalled frantic preparations on Pittsburg wharves, as coal-laden barges could then be released down river. Consumption of Pittsburg coal in Cincinnati had not been interrupted by the Civil War; and in 1869, for instance, some 120 steamboats were employed in Pittsburg coal operations, of which some 40 were dedicated to taking coal down river (Ambler).

On January 6, 1872 the Covington Journal gave its regular price listing for Covington consumers: Youghiogheny coal--20 cents per bushel; Cannel--24; Pomeroy--18; Campbell's Creek semi-cannel--20; Coalburg--20; Raymond City--19; slack (leftover)--12 cents. Youghiogheny was Pennsylvania coal; Pomeroy was Ohio; the others were from various mine fields in the Kanawha valley, West Virginia. Yet in 1886 Cincinnati still "received" twice as much from Pittsburg as from West Virginia, smaller amounts from Pomeroy and from Kentucky

According to Clark in his History of Kentucky, by 1840 seasonal shortages of Pittsburg coal (due to conditions of the "river stage") had become a problem for Kentucky manufacturers. But then completion of the Louisville and Nashville railroad by 1859 gave alternative

access to western Kentucky coal. Due to similar obstacles, eastern Kentucky coal mining did not prosper enough to surpass the western source until after the turn of the century.

From Pittsburg (the Youghiogheny is a tributary of the Monongehela), from Kanawha, to New Orleans (which became a fueling station for ocean liners), some 10 million tons of coal crossed water in 1880. Despite new navigational hazards caused by railroad bridges, despite concern for depletion of Pittsburg coal, the long distance trade continued until about World War I, when, henceforth, Pittsburg coal "was needed" at Pittsburg and vicinity (Ambler).

So Kanawha and Kentucky coal replaced Pittsburg coal. By 1905 already, one million tons of Kanawha coal was being shipped, "most of it to Cincinnati." And the United States Coal and Oil Company of Holden, West Virginia was delivering from "near Huntington to elevators located a short distance below Cincinnati, whence reshipments were made to points inland." But for a time local river traffic in coal in the vicinity of Cincinnati and Louisville was threatened by "prorating practices favorable to local railroads." However, in 1918 Colonel Lansing H. Beach (Pittsburg), Albert Bettinger (Cincinnati), and J. T. Hatfield (Charleston, West Virginia) got from the Interstate Commerce Commission a favorable regulatory stance which again gave prosperity to the "river traffic in coal on the Great Kanawha" (Ambler).

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James Tobias Hatfield (1865-1938) came to Covington with his family in 1873, started in the coal business in 1882, and became one of the very largest operators in the coal industry. Like the Lovell and Laidley families, the Hatfields had pioneer ancestors. One, Richard Warren, arrived on the Mayflower.

J. T. Hatfield's great-great grandfather served in the Revolutionary war; his grandfather, Nathaniel Hatfield, in the war of 1812; and his father, Henry C. Hatfield, in the Civil War. His father "inherited a large farm" in Ohio, but then acquired a farm at Lincoln, Illinois, where James was born. Eventually the family moved to Westwood, Ohio so that his mother, Amelia Butts Hatfield, could be close to "her parents, her father being a pioneer land owner in Carroll County Kentucky," and a former resident of Virginia. After the war Henry C. was in poor health with bronchial asthma. He gave up farming, wintered in Florida, and was employed variously (Hatfield family history).

According to the family, at age 17 James started with a coal and kindling yard on Fifteenth street, Covington, using a wheelbarrow. About 1887 he acquired the retail business of the Bond Brothers (office east Seventh street) and changed the name to the J. T. Hatfield co. About 1892 he purchased Blick and Philips, "the largest company of its kind in the city." In succeeding years he acquired other retail companies: D. H. Steine & Brother, August Kultzer (northwest corner Pike and Ninth); Tighe and Berger (northwest corner Tenth and Greenup), Uriah Shinkle (Second and Scott, etc.), Von Voken and Gobel, Hignite Coal co. and others.

At first he purchased coal from local elevators (such as Smedberg and Gilham, Thirteenth street at the Licking river), or "by barge load from mining companies in West Virginia and in Pennsylvania near Pittsburg." In 1896 Hatfield purchased seven barges. In 1901 Hatfield purchased the Henry de Bus, which was re-named the J. T. Hatfield, the flagship for his fleet (Obituary, Kentucky Post, July 21, 1938).

In 1900 Hatfield acquired the Plymouth mines on the Kanawha (the Plymouth was an early Hatfield trade name); in 1904 the Calumet mines near Pomeroy. In 1913 Hatfield became associated with the mining and transportation operations of Cincinnati Julius Fleischmann (who had mines at Middlesboro and Glowawr, Ky). In 1924 Hatfield consolidated controlling interest under the name, Hatfield-Reliance coal company. In 1928 Hatfield acquired controlling interest in the legendary Campbell's Creek Coal Company (67 years old), which then became Hatfield-Campbell's Creek (Campbell's Creek. A Portrait of a Coal Mining Community, Todd Henson, 1989).

Assets included mines at Putney, Mill Hollow, and Point Lick, West Virginia (and mines in Kentucky); the Campbell's Creek railroad (a trunk line); a railyard on the Kanawha at Dana, West Virginia (which became Reed, West Virginia in honor of Reed Hatfield, and later under recent ownership Port Amherst); and the coal merchandising network established by the Dana family with the central office also in Cincinnati. As of 1938 the company had wholesale outlets as far away as Canada; the river facilities; five towboats; 200 barges; 6650 ton daily capacity (1000 miners); over \$8 million in assets (Ky Post, July 21, 1938).

From the 1890s into the 1940s in Covington Kentucky, the company's coal elevator was at the foot of Robbins street on the Licking river. Offices were either in the 600 or 700 blocks of Madison. In 1897 Edward J. Hickey. (a well-to-do Covington shoe merchant in the 600 block of Madison) was President of Hatfield Coal as well as of the E. J. Hickey Transportation Co. J. T. Hatfield was listed only as "secretary-treasurer" of both concerns. Around 1903 J. T. Hatfield and family moved to Wallace avenue, and the home has remained the residence of his surviving children. Hatfield-Campbell's Creek was sold in 1950. (John Boh)

## DISCOVER COVINGTON, A BOOK FOR CHILDREN

Recently published, a history workbook for children is now available through the city's Finance office, first floor, city hall, 638 Madison ave. 32 pages with maps, pictures, illustrations, puzzles, etc. Only \$3.50/copy.

## THE BEHRINGER CRAWFORD MUSEUM

The museum has, throughout the year, participated in the state's bicentennial with its "Ohio River--Avenue of Change," the last part of which ("Enchanting Waters--the Art of the River") runs through December. This display also complements the Tall Stacks theme. The Back Roads Tour was also a Bicentennial project, and the Back Roads booklet can still be purchased as a history and geography sourcebook and memento of 1992. The museum recently dedicated Aventure Galley II; and this flatboat implacement now is a permanent fixture. Also the museum has arranged through the "Levassor Quartet" a chamber music series dedicated to interpreting and transcribing Kentucky composers, etc. For details call (606) 491-4003.

## HISTORICAL CONFEDERATION OF KENTUCKY (HCK)

An affiliate of the Kentucky Historical Society, HCK invites historical organizations to join in order to become better informed about ongoing activities throughout the state, to gain knowledge about organizational effectiveness, and to provide a forum for publicizing. Receive the bimonthly Circuit Rider and the forthcoming Directory of Historical Organizations. \$15.00 per year; \$40.00 for three year membership. At the annual meeting November 6th and 7th in Frankfort, award winners (individuals and organizations) will receive statewide recognition for achievements.

## HISTORIC HIGHWAY MARKER

On August 6th several members of the Kenton County Historical Society were on hand for the dedication of the latest installation of a highway marker, this one commemorating Covington's "First City Hall." The marker is located near Second and Greenup streets, in the new green space approaching the Roebling Suspension Bridge.

Kenton County Historical Society  
P. O. Box 641  
Covington, Ky 41012

Non-Profit  
U. S. Postage  
PAID  
Covington, Ky 41011  
Permit # 297

\$5.00 per year

Membership not renewed for the current year\_\_\_\_\_