

Samuel M. Nickey, Sr.

Autobiographical Notes written in 1953

Autobiographical Notes of Samuel M. Nickey Sr.
Written in approximately 1954

I was born and brought up on a farm twelve miles from Fort Wayne, Indiana. Until I was about 12 or 13 years old, from the first day of May until the first day of November I don't think I ever had on a pair of shoes or boots. All I had was a pair of overalls and a shirt. My father was born in Indiana, too, about 1846. His parents came from Staunton, Virginia. His father was a doctor. They moved from Staunton, Virginia, about 1831. They went, with a covered wagon, west through Ohio and up to Fort Wayne, where they took up land. They took up 160 acres there, and finally added a little more to it. When I came along in 1868, I think they had 200 acres. The land all had to be cleared; it was nothing but a wilderness.

Our place was located 12 miles northwest of Fort Wayne. My old town of Churubusco was 6 miles north of us and Arcola was 6 miles south of us. That's where we got our mail, then later they changed it and we got it at Churubusco. No gravel roads, all mud roads. It was pioneering, believe me. It must have been about 1865 that my father went into partnership with a fellow by the name of Gandy at Churubusco. It was Gandy and Nickey for 4 or 5 years. They had a little portable sawmill that would cut 5,000 or 6,000 feet a day - circular saw. Father was quite a trader, and he bought this little old circular sawmill. I remember my mother saying that (they called father "Addison") "Addison's going broke, now, just like all these fellows that's buying threshing machines." He cut some of the timber that we had on the land; got his orders from the Wabash Railroad. They were cutting it into 6x8, 8x10, when they first started; they didn't get much for it = \$14 a thousand loaded on cars at Churubusco.

When I was about 14 or 15 years old, Father lost his health temporarily. They were feeding cattle then, and Father lived out in Las Vegas, New Mexico. He stayed out there one winter, and I had to take care of the cattle at home under his direction. During that time the mill was closed down. When he came back, I'd worked up a good cattle business; so for 4 or 5 years I didn't do anything else but handle livestock - up until I was 20 years old. I was in the cattle and hog and sheep business. I'd ride an old sulkey and buy up a carload of hogs or cattle and sheep and ship them to East Buffalo, New York. We couldn't make a living on the farm very well, because it was small; so Father naturally got into the lumber business a little more at Churubusco and then decided to build a mill at Auburn, Indiana, in partnership with a man by the name of Gandy.

They built this mill there, a band mill, in Auburn in 1888. I think it was the second or third band mill that was ever built. It was made by Sinker-Davis Company in Indianapolis. Henry Maley is credited with buying the first

bandmill after Hoffman Brothers from Fort Wayne. And I think that my father and Mr. Gandy were the third. I remember that we had a hard time getting it to run. We had to have a filer and the doggone old saws would crack. We had trouble all the time. But they finally ironed that all out.

When I was 20 years old, Father said, "You can't make a living on the farm. You'd better get in the lumber business." So I went to Auburn when I was 20 years old. I remember that distinctly, because we couldn't buy any land for the reason that I wasn't of age. We had to get the land in some other form until I came of age. We started in with a Mr. Perine. For one or two years we had a pretty hard time getting along, but we finally got so that things looked pretty good - so much so that Father finally said, "I want to buy out Gandy and I want to buy out Perine, and I want you to take charge of it." Gandy was still running the circular mill down at Churubusco.

We started in there, and we made money every year for three or four years, mostly because we were cutting export oak. We did our own logging. I think we had 25 logging teams. We bought our own timber just around Auburn. They'd load the logs onto the wagon and bring them into the sawmill. These men lived at home with their families. You see 12 miles was about the limit of our getting logs. There was enough timber to keep the sawmill going at that time for three, four or five years. While it was slow picking, still we made a little money, and we ran that mill for about ten years, till about '98. But the timber that we were getting, especially the oak, was all full of these black spot worms. We couldn't do anything with it except put it in railroad ties. It got so bad that my father said, "We've got to move out of here some way or another."

At that time we were doing business with a fellow by the name of Brown of North Manchester, Indiana, who was furnishing some of the materials that we were furnishing the Wabash Railroad. We were buying stuff from him in addition to what we cut because we couldn't always get the quantity they wanted. At that time we had a fellow who was a timberman, and we decided to send him South. We figured out what it would cost us to send him down to Memphis, and I think it was \$200 or \$250 for 2 weeks or something of that kind. So he came down and I don't know whether he came to Memphis or where he went, but he came down here and came back and said there wasn't any timber down here. Something happened to him; anyway, he didn't bring a favorable report. This man, Brown, in Manchester, went down to Vincennes, Indiana and he bought a tract of timber in the Wabash bottoms and he told us about it. About that time, I said to Father, "Let's go down to southern Indiana and let's see what this Brown has. The timber up here is getting too doggone scrappy and wormy. We ought to go some place where the timber isn't full of worms."

So we went down to Vincennes, and went down to where this timber was. It didn't suit us at all, because it was gum and water oak, and at that time it wasn't worth anything. Mr. Brown was logging, having a sawmill out there. We came pretty near giving it up and going back home, but we went out to the railroad, the E&T.N. at that time, at the station where he was bringing out his lumber, logs, etc. And we saw 8 or 10 cars of white oak logs, beautiful logs; they were just top-notchers. But we didn't know where they were coming from. We went down to Princeton and went to the hotel and asked the hotel manager, "Anybody around here using timber, logs, etc.?"

"Yes," he said, "Got a fellow here by the name of John S. Dickson."

So in an hour or two Mr. Dickson came in. We told him what we were looking for - told him about these logs. As luck would have it, he was the fellow that sold the logs to Brown. Well, of course, he was pretty cautious about trading, etc. He was interested in piling. We told him that if we could get as much as 300,000 feet of sawed logs like we saw at that switch of Brown's, we might build a sawmill right here in Princeton. Well, that was pretty interesting to him, because he knew darn well that he'd get 300,000 feet. He was right down there in the section where there's the finest white oak in the world. The next day was Sunday, and we drove off and saw a lot of good white oak timber. We just about made up our minds that that was the place we ought to put a sawmill. I think I got a telegram from our partner, Perine, up at Auburn. I went back to Auburn, and Father went with Mr. Dickson down in Posey County. The latter part of the week I got a telegram from Father saying, "I've seen more timber than ever, the finest in the world. Make arrangements and close our business immediately, and we will build a sawmill in Princeton, Indiana." And that's the way we got into Princeton.

We closed out our entire Auburn business, and came down and built a sawmill at Princeton. Bought a location at Princeton and were there for 10 years. That was in '98. We were in it with a man by the name of Chris Meyers, and Dickson was with us.

We were at Princeton about ten years and made a lot of money. We probably had half a million dollars in cash and didn't know what to do with it. We made our money because when we first started the mill at Princeton, we thought we would still be getting our orders mostly from the railroads in dimensions, etc. But when we got these logs in, they were so good that in place of plain sawing, we started to quarter saw them. That revolutionized our methods of handling timber; we not only commenced to quarter saw, but we quarter sawed everything. That became a policy in our company. My father was in charge, and I got a letter saying we don't want any more dimension if we can borrow the money. All we wanted was to cut these logs and quarter saw them, then let the lumber dry and

sell it. And I think we can do it. And I went down there and we sawed some logs from the sawmill – beautiful stuff. Then we put in the slogan, “Finely figured quartered white oak.”

I went down personally, and Father said, “We don’t want any more dimension. Look at the beautiful stuff if you quarter saw it. Then there was another angle to it. At that time the railroads would hardly haul logs, thought they were too dangerous, and it was pretty hard to get a rate on logs. So we got the freight agents of the L.N. & St. L. – afterward it sold out to the Southern- the V&T.N. and the E.&I., freight agents together and we were able to have them jointly put in a rate on logs. And it was cheap as dirt, 25 or 30 miles down into Posey County, freight was about \$10 a car, and no limit as to how much you could load. We bought quite a lot of land. We brought logs into the mill from a radius of about 40 miles.

We were there about 10 years, had this half million dollars, when we said, “Let’s go South and see what we can find.” So we came down to Memphis. The first place we contacted was along the Illinois Central Railroad, the Y. and V. We had a tract of timber of about 8,000 acres, at Pritchard, about 34 miles south of Memphis. Got off at Robinsonville and got some mules and rode across through the woods. We stayed about two weeks in this timber, this 8,000 acres, came back to Memphis and bought it, the whole 8,000 acres, for \$5.13 an acre. The company bought it – it was a partnership, A.B. Nickey and Sons. After we bought that, we waited 30 or 60 days and came down here and bought 3,000 more acres at Marks, Mississippi; spending about \$100,000.

About that time, one of our banker friends up in Indiana sent a Mr. Peabody, brother of Peabody in Columbia City, Indiana, to see us. My father still had some timber left after he’d moved the old mill away. He contacted Peabody to buy it; he had a mill at Columbia City 9 miles away. Peabody bought it; came out and gave father a draft for, I think, \$1,100.00. That was a big amount of money to me in those days. And Father said, “Well, timber’s getting awful scarce around here now, isn’t it?”

Peabody said, “Yes, it is. I think we’ll have to quit sawmilling shortly. Too far to haul.” That’s what happened at that time, but that sawmill at Columbia City is still running.

They put in a small band mill and it’s running up there today. I don’t know if they still make money with it; the Peabodys are both dead and gone.

As a boy, I would go to Columbia City on my way to get groceries or feed for the cattle or something, and I’d pass this lumberyard. In the winter they would get

their logs in, in a big lot of logs, because the logs wouldn't spoil like they would in this country if they were stored. They could cut on those logs until the middle of the summer and they wouldn't be damaged much. About that time Mr. Peabody's brother had met a fellow that came from Washington State to try to promote and sell an interest in a copper mine claim in Washington. So they selected me and Mr. Peabody's brother, Tom, to go out and investigate this copper mine. We went out by the Great Northern Railroad and got into Seattle, met these fellows. The copper mine was about 100 miles up a river and we went to Everett, Washington and there the railroad took us up to another trace crossing the Schagit River where we got some ponies and went on further about fifty miles. This was probably in 1901 or 1902. Anyhow, going up this river with ponies, I had never seen the West Coast and didn't know much about its timber, but anyway, I got off my pony in a dense stand of fir that would cut maybe 100,000 feet to the acre. Trees up there, why they were 200 feet high. I took off my hat, and I said, "If the Lord lets me live, I'm going to own some of this timber some time." We went up to this place, crossed the river on an old log bridge, crawled up the mountain to the copper mine. We stayed there about a week and chipped off the face of the tunnel he had and made about 25 small sacks of samples which we took back. We had them assayed in Seattle, San Francisco and Denver; it was a fizzle all around. It was a complete bust. That was our report. But we knew about it, and I knew about the timber; so I said to Father, "You can talk about your fine timber down in Mississippi, but I think we ought to buy some out on the Pacific Coast." So at that time, I got acquainted with Angus McDougall who was a cruiser with the St. Paul and Tacoma Lumber Company. He cruised on the Saginaw River in Michigan. When I went out there, I happened to meet him, and when I got back I wrote him a letter and told him that we might be interested in some Pacific Coast timber, if he knew of anything.

It went along for a month or two. He said he had, I think, it was 1,800 acres on the Columbia River, forty miles from Portland, and it looked to him like a pretty good buy. So I said to Father, "You haven't seen that Pacific Coast timber; you go out and look it over." As I remember, he said it could be bought for \$60,000. Father got on the train and went to Portland, met McDougall, and McDougall took him out, down the river. They walked up the mountainside into the timber, and it happened to be some of the best timber in the world. They spent about a day in there.

Father said to McDougall, "Well, McDougall, I guess I've seen all I want to. Let's go home."

McDougall said, "If you feel that way about it."

Father said, "Let's go back to Portland and see the fellow that owns this timber."

McDougall said, "Do you want to buy it?"

"Yes, I want to buy it. I've seen enough."

And he pulled off the deal and came on back home. Well, to make a long story short, they sold that timber about three years after for \$250,000.

When we first came to Memphis, we bought our land as the Green River Lumber Company over on Thomas Avenue, but when we purchased land in the Pacific, it was A.B. Nickey & Sons. The Green River Lumber Company was a separate corporation. A.B. Nickey & Sons had an interest in it, except individual shares. John Dickson came to Memphis with us and became a little dissatisfied because we weren't turning our stuff out quickly enough, so we said, "Well, John, let's organize another company and call it Nickey and Sons." Which we did and built a sawmill on a triangular piece of ground adjoining our present location.

Mr. Dickson had a brother and so we formed a corporation called the Nickey-Dickson Lumber Company. He and his brothers were stockholders and they bought a piece of timber at Galloway, Tennessee. That's where this company really originated, at Galloway, Tennessee.

Anyway, we were partners with Dickson for six or seven years, under the name Nickey and Sons. We made plenty of money and were very successful. But he got so he wanted to sell out entirely, so we bought him out. He was out of business in about a year, then went over to Shannon Brothers.

It ran along for three or four years, then changed its name to Nickey Brothers and Bass.

Well, Nickey Brothers and Bass didn't last very long – it was still the same corporation. Then we formed Nickey Brothers, Inc. And we bought this property here (*on Summer Ave*). And then we bought the Nickey-Dickson Company; that was liquidated and Nickey Brothers bought that. They never had anything to do with the Green River Lumber Company, except in a corporate way. That's the original Nickey Brothers, Inc.

I got interested in plywood about sixteen or seventeen years ago, about 1937. We had a little press and I experimented a little with it. And after I made a few panels, I commenced using this film glue. Pretty discouraging at first, but I kept on at it. I made my panels to build some cotton houses on the plantation and then the high water came along and covered our plantation seven feet deep except at headquarters. It took some of these cotton houses and turned them

around, took some of them a half-mile. The water went down and we turned them over and washed them up and only lost two or three of the twenty-five or thirty that we made. I made up my mind there was something in the plywood business. Kept going along, learning more about the glue, and this, that, and the other thing, and we have a good business in plywood now.

During the last ten years there have been a few lumber concerns that have bought timber in large tracts expecting to operate their plants by selective cutting of the timber, cutting the most mature timber and also cutting the worse so as to leave the balance to produce a better growth and in doing so they will have a perpetual annual growth that will keep their mills supplied for all time to come.

We have one man here who does nothing else than help farmers take care of their woodlots. I think we have about 50,000 acres under contract of that kind. These people that have these are tickled to death with it. We have no claim on their land in any way. They only claim that we have is that they won't sell their timber unless we get a chance to bid on it, and that's the only obligation that they have. The services that we render them, like going in and telling them to cut this tree or that tree, etc., we don't charge them anything for. We do that just for the simple reason that they agreed in selling to give us the first chance at it.

Having a large number of acres under the above tree farm management, together with what lands we have purchased, we believe that growth on the lands that we own and control will give us enough timber to supply our present investment in Memphis, that it will make it a perpetual operation for all time to come.

Grandfather Nickey Makes an Adventurous Flight
With Ruth Law, Early Female Aviator, in 1915

*This will bring back a thrilling memory to you
and Mrs. Nickery - Jan - 1915*



Postcard from a friend who followed Grandfather Nickery's adventurous spirit and flew with Ruth Law. Grandfather flew with her in 1915.

"In November of 1916 Ruth Law tried to fly from Chicago to New York City in one day and failed. Still, she set an American nonstop cross-country record - 590 miles! - and thrilled a nation. Her record stood for one year when it was broken by Katherine Stinson, another female pilot who dared." - *Ruth Law Thrills a Nation* by Don Brown, a Reading Rainbow Book for Children.

..CERTIFICATE OF FLIGHT..



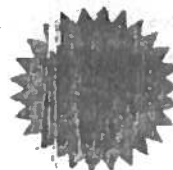
Ruth Law

*This is to certify that Mr. Nickery
made flight as passenger in my airplane.*

On Jan 1915

At Seabreeze Fla.

Signed *[Signature]* *Aviator*



Certificate of Flight dated 1915, Seabreeze, Florida

Nickenook Guestbook

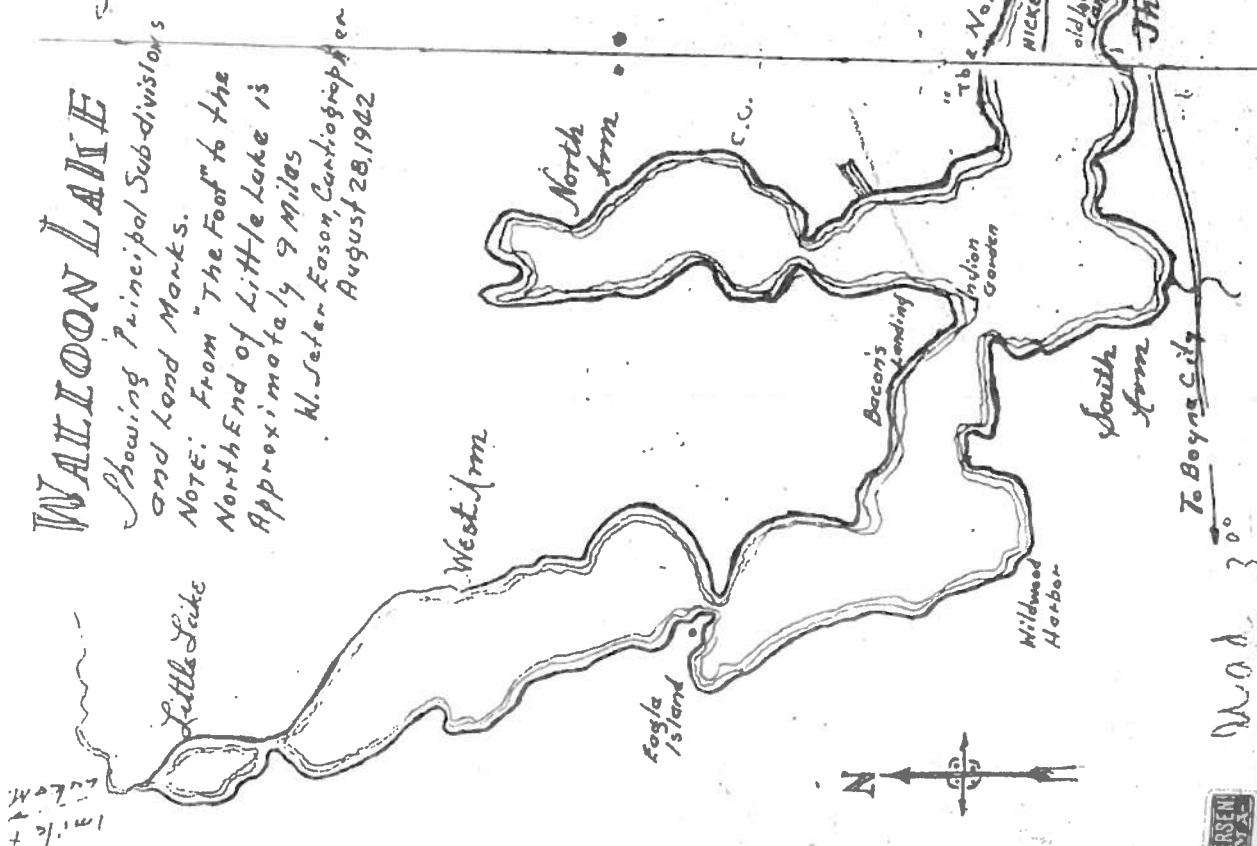
1st Page of Guest Book for the Nickey Sr. Walloon Lake, Michigan cottage
Uncle Jeter Eason's Notes on the Nickey migration to the lake

WALLOON LAKE

Showing Principal Sub-divisions
and Land Marks.

NOTE: From "The Foot to the North End of Little Lake is approximately 6 miles."

W. Seton Eason, Cardiograph
August 28, 1942

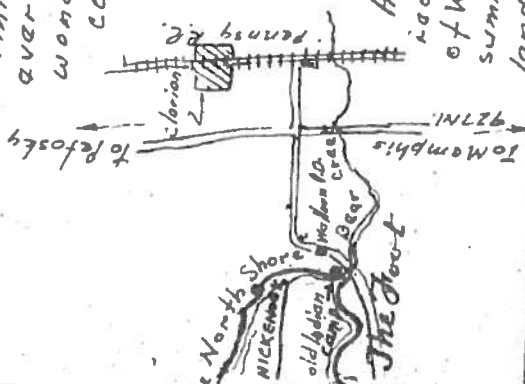


The following is an account as told by
 Emma M. Wiley of bicycling history at Malvern La.,
 W. V. E. 42
 In about 1881 or 1882 (soon after the
 building of the G.R. & I. R.R., now P.R.R.)
 A B. Nickerson

A.D. Nickay, henceforth known as Grandfather Nickay, landed at the R.R. Construction Camp at what is now Clarion, walking to an Indian Camp located at the point where Bear Creek empties Wollaston Lake. He hired an Indian who rowed him to Eagle Island where he stayed in the home of a man named Davis who had taken up 80 Acres of land from the Government. Liking the Climate and Lake so well he returned intermittently for several years until, in about 1895, purchased a portion of Eagle Island and thereon built a summer home. From this time until about 1915 Grandfather Nickay and all his family came to Eagle Island every summer for the wonderful pleasures of the country, lake and fishing.

Grandfather N. came up to this section for the sole purpose of looking for a good place to fish - he was a true pioneer, whether it be business or pleasure.

About the same time, others recognized the attractions of Walloon and began building summer homes & taking up Gov't land until it was necessary for



some form of public transportation to be inaugurated. So in about 1890 two steam boats "The Laura" & "The Tourist" were put in service and made regular trips about the lake stopping at the various points, landings and harbors shown on the accompanying map. This was not sufficient transportation for G.E.N. and so he was the second man to own a gasoline propelled boat on the lake.

None of the Nickay clan
came to Walloon in 1915 & 1916
and in 1917 Grandfather
Nickay passed away.

Because of the discontinuation of the Steamboats on Walloon Lake and since roads had not been built, Eagle Island abandoned by the Nickeys.

Mrs. Lois Nickay & Mr. Samuel M.
Nickay (son of Grandfather N.)
continued to come to
Walloon Lake, but rented
on "The North Shore" in 1917.

Mrs. S. M. N. (Big Lois) insisted on buying a lot on the North Shore and building "Nickenoek". She won her!

25 YEARS AGO

25-42 AUG. 4, 1917

WAR IN EUROPE—Paris last night officially reported resumption of a battle on a great scale between the main modern battlefield of the world. The Germans in that locality are hurrying up all available reserves and placing them at the most dangerous points and indications are they will try to hold their positions at all cost. It is believed in Paris one of the greatest battles of the war is now in the making.

WASHINGTON—A two-squad, non-graduate aviation school will be located on land near Millington, Shelby County, Tenn., which is a 67-mile from Memphis.

On the 17th, an armed party of 12 men, each carrying a rifle, and equipped with a machine gun, entered the village of San Juan, and, after a brief resistance of those men refusing to enter the Army, the village was taken.

Notes, president of the
Lumber Co. and as-
sociated with the
Brothers
Memphis, died yes-
terday at Long Beach, Calif. His
funeral will be at Memphis

...E. Reid
...both of
...their services
...members of the
...Second Tennessee Regiment

Allen Grove
Wilson Lake - Michi-
gan 29-1918
Miss Addis on Detroit
and M. Nichols

1133 Addis on Victoria

W. W. Lick

clear, no motion, clear

Leo Luzum

Marz Bachmann

Дерзко

SECOND SUMMER OF WAR IN
GERMANY.

**Letter to Sam Nickey Sr. to his sister-in-law Callie Metzger
describing his trip back to Indiana in 1949**

*Callie was Grandfather
Nichey's sister-in-law.
Written by Grandfather
Nichey. Hence he is referring to
at end of letter is 410 Goodwyn.*

September 27, 1949

Miss Callie Metzger
Bay City, Texas

Dear Callie:

Have not written you for some little time - not since we left Walloon Lake on our way home. After practically three months, we closed up the cottage, put the boards up, put the cottage in ship shape and left Walloon Lake at about 8:00 o'clock in the morning. I say we - that was William and his wife, Lucille, and Flossie, the dog.

We took a new route home, coming down on a road called No. 27 down through the central part of Michigan almost a straight line from where we struck the road at Gaylord, about 20 miles east of Walloon Lake, to Ft. Wayne, Indiana. This was a good road all the way, and going down we passed through Auburn. I spent quite a little time in Auburn, saw the old house that I owned and lived in in 1893, and rode right down through the center of the town, recognizing a few of the old landmarks, including the Swanford Hotel which now looks like an antique, and then on down to the southern part of town where we formerly had our sawmill, lumber yard and office, and where all of our business activities occurred. About the only thing that was left there was the old Wabash depot. All that country south was covered with factory buildings, largely built by the Auburn Automobile Manufacturing Co. and just below this was a little stream called Cedar Creek, which once was all covered with woods, tin cans, rubbish and whatnot that the city of Auburn formerly used as a dumping ground and which little piece of ground has been made into a beautiful park, called Eckert Park. It is all planted with fine trees and flowers, and with good roads and improvements. I made some inquiries about this park, and found that the ground had been donated by one of the Eckert boys, sons of Charles Eckert, who formerly had a big buggy factory out on the east side. Was unable to contact anybody that knew very much about the time that we were there, except an elderly gentleman who remembered us faintly.

Then we drove on to Ft. Wayne, arriving there about 2:30 in the afternoon, and spent a couple hours trying to locate some familiar places, one of which was the old Methodist College that I went to school in when I was 11 years old, but I only recognized one

street, called College Street. The rest of it was all covered with handsome homes. At the time I went to school there, there was nothing but a field and commons between the college building and St. Mary's River. This has all been built up into a wonderful fine residence section of Ft. Wayne. I had hard work locating the old Methodist Church on Wayne St., but finally did and it, too, looked like an antique. Then I went out to South Wayne where father and mother built a house in 1895, and in front of this house was a big park called Williams Park, full of fine Oak trees. But this had all been cut up and put into lots, and I could not even find the old Nickey home. I finally thought of East Leath St., which I knew was pretty close to the old Nickey place, finally located that and then I remembered that Sam Grismer had lived at 144 East Leath St., and which was the place that Lois and I were married. This house was just about the same as it was when we knew it.

Then having more time, I went to the greenhouse and bought two pretty good sized boxes of flowers and drove out to Eel River Cemetery. The country from Ft. Wayne to Eel River Cemetery has been so changed, so many new buildings, that it is pretty hard to keep the road, but we got to Eel River Cemetery very quickly, and it still is a beautiful spot, though much larger. I expect it is perhaps four times as large as we remembered it. There will be a lot of confusion at this place on Resurrection Morning, from the looks of the tombstones here and there. I put some flowers on Grace's and Eleanor's graves, father and mother Metzger's, and had some left and tried to locate Sam Grismer's grave, but was unable to do so at the moment, and was about to give it up when a Sexton came along, and he remembered the grave but was not sure exactly where it was. Finally we found it very close to father and mother Metzger's graves, so the balance of the flowers I used at this place.

Then we started to Churubusco, went through the town, out west, and took the first road leading south and came to Lover's Lane and the Metzger place. Whoever has this place now are wonderful farmers. They have improved all the buildings a great deal. The old brick house has been remodeled, but the old structure is still there, painted white and refinished very much on the outside. These people owning it have built quite a large addition to the barn, almost as large as the old barn was. They have also built three or four quite large poultry houses on the north side of the road, just east of Mother Metzger's old garden.

After looking this place over, I took the road down past the old Jacob Nickey farm, then on down till I reached the crossroad at D. W. Nickey's farm. The old schoolhouse that was on the corner at this place is gone. Then on west past old Concord. Then on down past the old Van Meter place, across to the Eel River Bridge, which is nothing more than a big ditch at the present time, turned the corner east and went past the Miller place, then south to our old home, drove up the lane of trees, around the house and barn, did not get out, but from there came out the road again, went south past the old brick schoolhouse that I went to school in, and from there to Everett Lake.

I have always thought that this Everett Lake, or what we used to call Hull's Lake, was the source of Eel River, just the same as Lake Itasca in Minnesota is the source of the Mississippi, because I firmly believe that they had a ditch that drained Hull's Lake north/northeast down through the Washimer Farm, the Geiskin Farm, and then striking really the beginning of Eel River. By that time it was getting dark and we pulled out for Ft. Wayne, where we stayed all night.

The next morning I was not satisfied with my investigation of the source of Eel River; as I have said before, I always thought that this little lake was the answer, because one can go six miles northwest of Churubusco and the water flows into Lake Michigan. Then you can go six miles towards Ft. Wayne and the water flows into Lake Erie, and of course the water at the source of Eel River flows into the Mississippi.

Even the fish in this lake were characteristic of the waters in this part of the country. We know that the yellow perch thrives in all Lake Michigan's waters and tributaries, but I never saw a yellow perch in Everett Lake. Likewise, I never saw crappie as we know it in this country in the lakes of Michigan, but as a boy I have caught quite a lot of crappie in Everett Lake. So I say I was not satisfied about all of this and decided in the morning to go out to Everett Lake again, but in a round about way, on the old road that we used to go to Ft. Wayne on, called the Leesburg Road. I went by the way of Arcola. That was six miles away from our old home, but was where we got our mail. It was rather hard to locate Arcola, but after inquiring around, finally located the place and struck out north again, taking the old road until we got to Lake Chapel, the old Methodist Chapel that Samuel Nickey, my grandfather, built about 1850. This is a beautiful little church, well kept, so far as the church itself is concerned, but the graveyard back of it is sadly in need of some attention. Guess this will disappear in the dust of time, which probably is where it should go. I had a lot of trouble locating grandfather's grave. I had my colored chauffeur and his wife with me, trying to help find where the tombstone was. At first they did not want to do much investigation, because they were afraid of rattlesnakes, but we finally found the tombstone. There was about two feet of the top broken off, lying on the ground. We put it back in temporary fashion, that was all we could do.

Then we went to Everett Lake again, and this place has been improved; I expect there are 25 or 30 houses built right around this old mucky place as I knew it when I was a boy. People seem to be enjoying themselves, although the lake looked pretty bad after being at Walloon Lake as long as I was.

From there we went around the old home place again, and took the road leading west and turned south where the old McCartney house used to be. This is disappeared and gone. Then south past old Hazelcott, or where it used to be, and then went to the right on a road leading to the old Alexander Moore place. About a half mile east of the Moore place, by the side of the road, with old Eel River on the north, was a big stone monument about four feet square, and on this old stone it said, "In Memory of Major Hamil", who had been sent by Anthony Wayne from Ft. Wayne in the fall of 1780, where he had quite a battle with Chief Little Turtle of the Miami Indians. I used to hear my father tell about this battle. Evidently this is just a little bit of history.

From there I drove down to the Mossman Corners on Road 30, which runs right past the place. I was trying to find Coessee, and missed it by taking the road one mile east. Then came back to 30 to the Mossman Corners and found out by a sign that Coessee was one mile south. So I drove to Coessee. Some of the old landmarks are there, they have two or three beautiful school buildings. I have often heard my mother say that during the Civil War her father made her go to Coessee nearly every day, either horseback or walking, to get the Chicago Tribune, to find out how the Civil War was going on.

Then back to Road 30 leading to Columbia City, where I took Road No. 9 leading south to Huntington, and from there to Wabash, where I went in and got lunch. Sitting by the side of me was a fellow that seemed to know about the country, and I asked him where Treaty was. Now you will remember that one branch of the Mossmans lived in Treaty. Your Uncle Will Nickey's first wife, Jennie, was a Mossman that lived in Treaty. I asked this man where Treaty was and he said, "It's only 7 miles out". Well, I thought I wanted to find out how this country looks. It is magnificent farming country. I had a hard time finding anybody there who knew anything about the Mossmans or Dockertys, but did find one old man who ran a store, and I said, "Where did this town ever get its name?" "Well, he said, "Originally there were five roads came in here, and when they were having trouble with the Indians, they had quite an Indian gathering here, Indians from Salama, the Mississinewa, the Wabash, and Eel River, and there was some kind of a treaty signed here that Gen. Wayne had something to do with".

That is about all the investigation I did on the way, so we got in the automobile and reached Evansville, where we stayed all night, and the next morning we came to Memphis.

Callie, I thought you would like this description perhaps, because you know all about that country. It was surprising to ride through Indiana. They have the most wonderful corn crop I think in the United States. All the farmers' buildings, from one end of the state to the other, are in order. The people are undoubtedly living off the fat of the land.

When I got home I found that Sam and Elizabeth had not been able to make the improvements on the house that they wanted to, there was a lot of delay on account of one or two strikes during the job, not particularly striking on this job, but a general strike that affected everybody, so that temporarily I am staying with Jeter and Lois, but we expect to get into the remodeled house in a week or two.

I hope that you keep on improving and that I may hear from you from time to time.

With my love and affection,

Sam

Ella Milligan's Summary of the Nickey Heritage

Summary

Contrary to the majority of the Colonial immigrants the Nickeys did not come to the New World seeking land and wealth. Neither did they flee religious persecution, like the Pilgrims. Under direct orders of the Moravian "Economy" at Herrnhut Saxony they came to be religious teachers and preachers. At the time, the Pennsylvania Colonists were in great need of this help. The young, born in the pioneer conditions, everywhere, up and down the Atlantic Coast, in the early 1700's, without schools and churches, were growing up in ignorance and rowdyism.

Disillusioned, however, of their rather high-flown ideals, by tragic failure as to teaching and preaching under orders of the Moravian "Economy" and by the death of their infant children in the unhappy pioneer conditions, the Nickeys tried more practical methods.

By some procedure, not now to be learned, they left Bethlehem and got them a toe hold in the New World, a small tract of land in Lancaster County, on the very frontier, as it existed then, in Pennsylvania. But the frontier was moving west every day, at that time; the tide of people moving in and around them, or on beyond them, gave them a busy life in teaching, preaching; in the pastoral services of the sacraments, baptism of the young, marriage, and burial of the dead; in writing of deeds, wills, and other legal documents; and even in buying up and selling off small parcels of land. So, in a small way, but helpful, they became Community Leaders. Their names are written into the Archives of historical Lancaster County, Pennsylvania.

Religious Interests

Both Georg Niecke and Johanna Eleonore Donath were born and brought up Evangelical Lutherans. However, the intense interest and activity of Count Zinzendorff, their local ruler, in the pietistic thought and movements of the day, claimed their youthful attention. In a short period after their marriage in perfect agreement, they entered the Headquarters of the Moravian Economy to take the training, hoping to become religious leaders in the New World.

When they abandoned this work, 1750, their religious interest had not lapsed. Their three sons, and their descendants have carried on; who have manifested religious feeling in both private and public ways; who are ardent churchmen, now ministers and missionaries to foreign lands; now building a pioneer church out of their own pockets. Again they are deacons, or leaders of the young people, superintendents and teachers in the Sunday Schools; always trusted financial supporters of the Churches to which they have attached themselves. These churches have been, earlier, the more democratic in organization, the Methodist Episcopal, the United Brethren in Christ, and the German Baptist Brethren. But as time passed we find them communicants in the Presbyterian and the Episcopalian organizations.

Educational Interests

Georg and Johanna Eleonore Niecke came to America as teachers, educated above the average well-to-do Bourgeois class to which, plainly, they belonged. David Nickey, their oldest son, who was reared in the Home and School for the children at Herrnhut, received medical training. Perhaps it was equal to the best, then, in Saxony outside of the Universities. His library contained medical books in the German language that always had left an awed impression on those who later mentioned them. This knowledge and these books he passed on to his son, Samuel Nickey. Whether Samuel ever studied in the early medical schools at Philadelphia, or not, at least he "read medicine" with his father, and his contemporaries accorded him the professional title "Dr. Samuel Nickey." This tendency to go into medicine still persists among his descendants, some being doctors, some nurses.

Long before the great days of higher education, when all the young "go to college", the history shows that now and then a Nickey would "go away to college", and make himself an educational leader. After the turn of the twentieth century it will be seen that most of the Nickeys are college-bred as a matter of fact, and that they are significant in the professional fields

of higher learning.

But the PRIDEFUL THING, to be observed, is that the Nickeys, pioneering through the Middle West in the days when the Public School System was expanding into highly standardized Secondary Schools, and into huge State Universities and Normal Schools, at terrific pace and terrific taxes on the citizens, never a Nickey voice was raised in protest. Instead the Nickeys have voted and paid and supported the Administrations that created and built these American Institutions, even when, and to the extent, that their own children had to "work their way" through them.

Geographical Interests

The Nickeys, as they say it "get around". Among the early travelers, or tourists as we say today, was Harrison Clay Nickey of Randolph County, Indiana. He saw a large part of our World. His father's wedding journey, 1876, extremely interesting is in the text. Franklin Pierce Nickey, though born near Gettysburg, Pennsylvania, 1853, was located at Santa Ana, California, and selling hardware by 1887. Since then, he too, has seen the World. Samuel Mossman Nickey Sr. registered, and sailed with the first luxury liner chartered to make a Round the World Cruise, 1909. Lesser extensive tours, and European travel, are common, these, mentioned to prove the point.

Political Interests

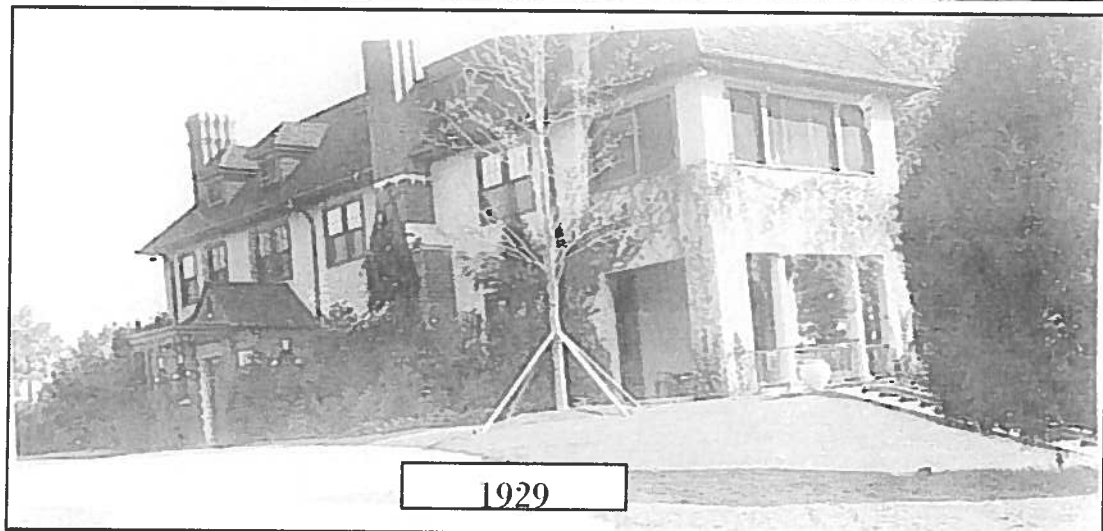
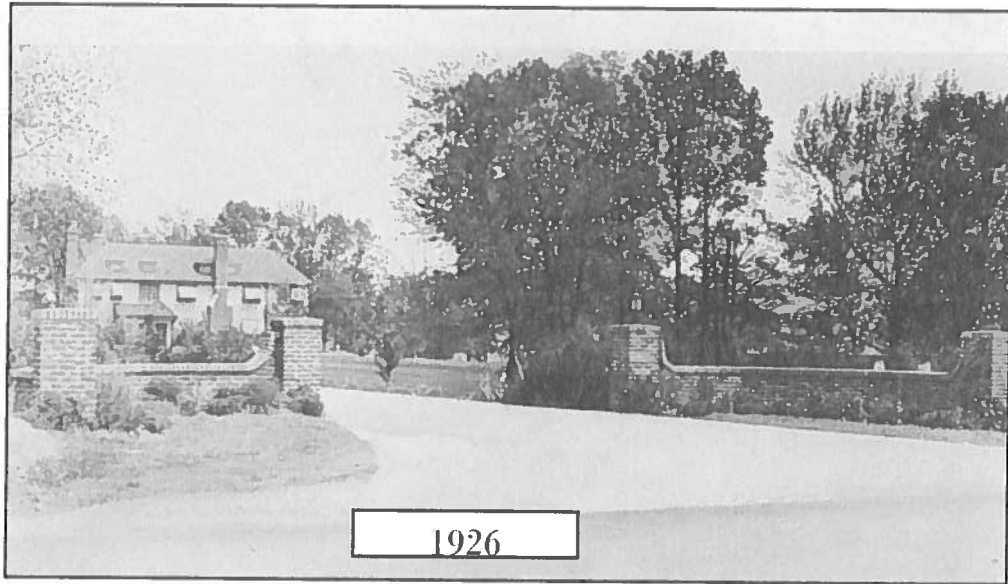
Never have the Nickeys aspired to public office. This must be modified in case of local affairs, in which they have taken a strong hand, in politics and in administration. But there are no Nickey Congressmen, neither State* nor National, and not a Nickey in the White house. This may be associated with the fact that they have not entered the legal profession.

* Exceptions exist in Division One:

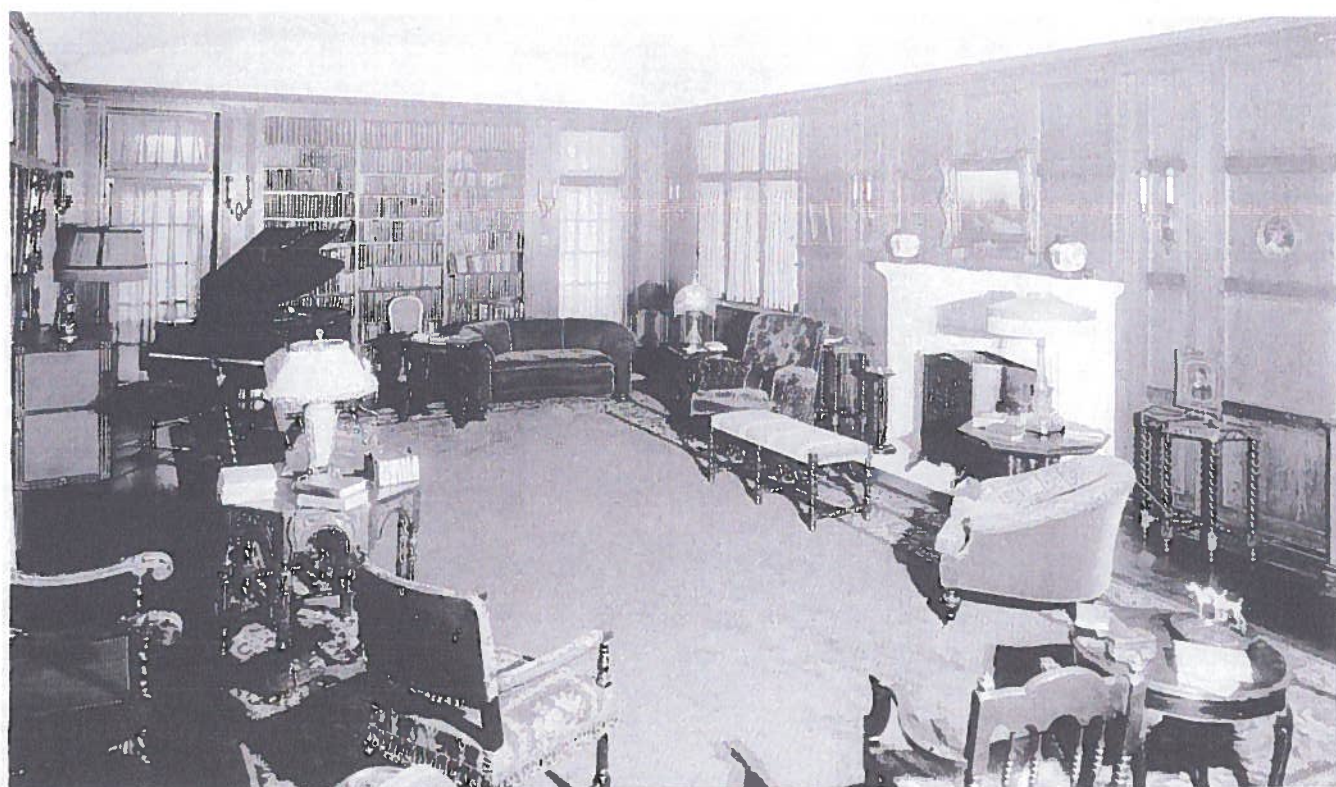
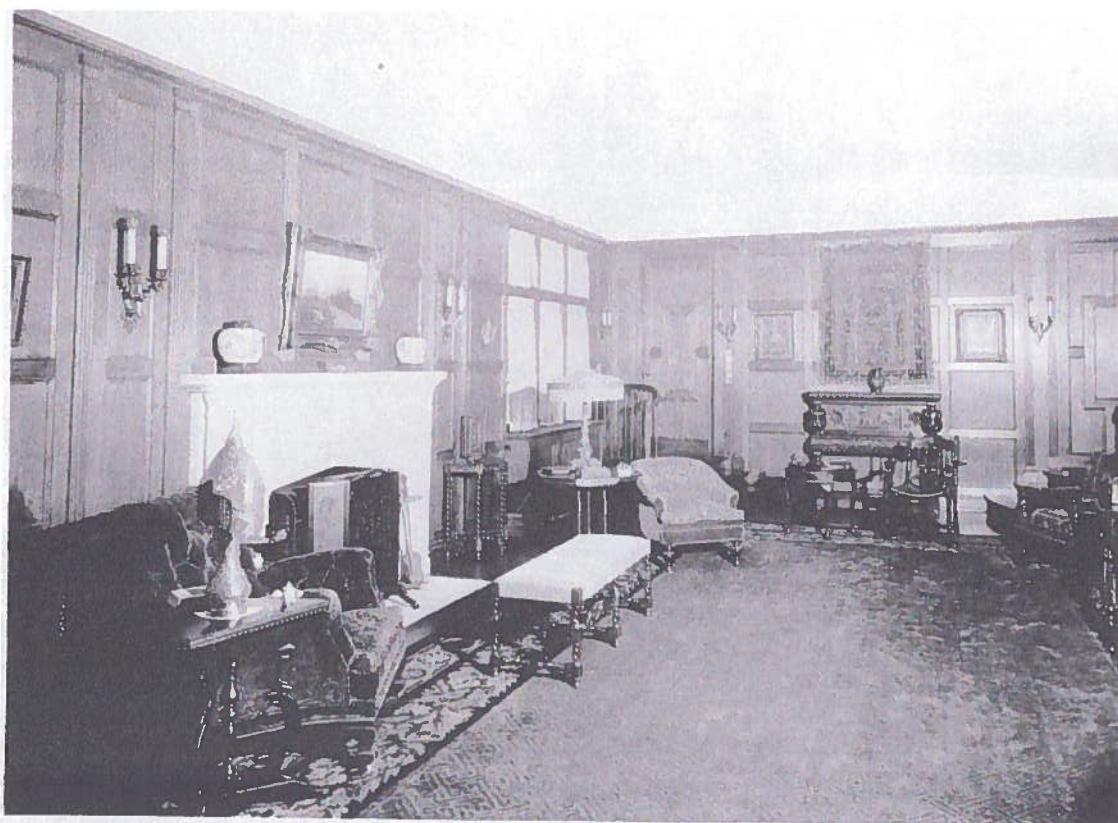
Cyrus Balsley Tulley represented his County in the Indiana State
Legislature--1872-1874; 1876-1880.

Dr. Henry Nickey Rice represented his County in the Minnesota State
Legislature--1876-1878.

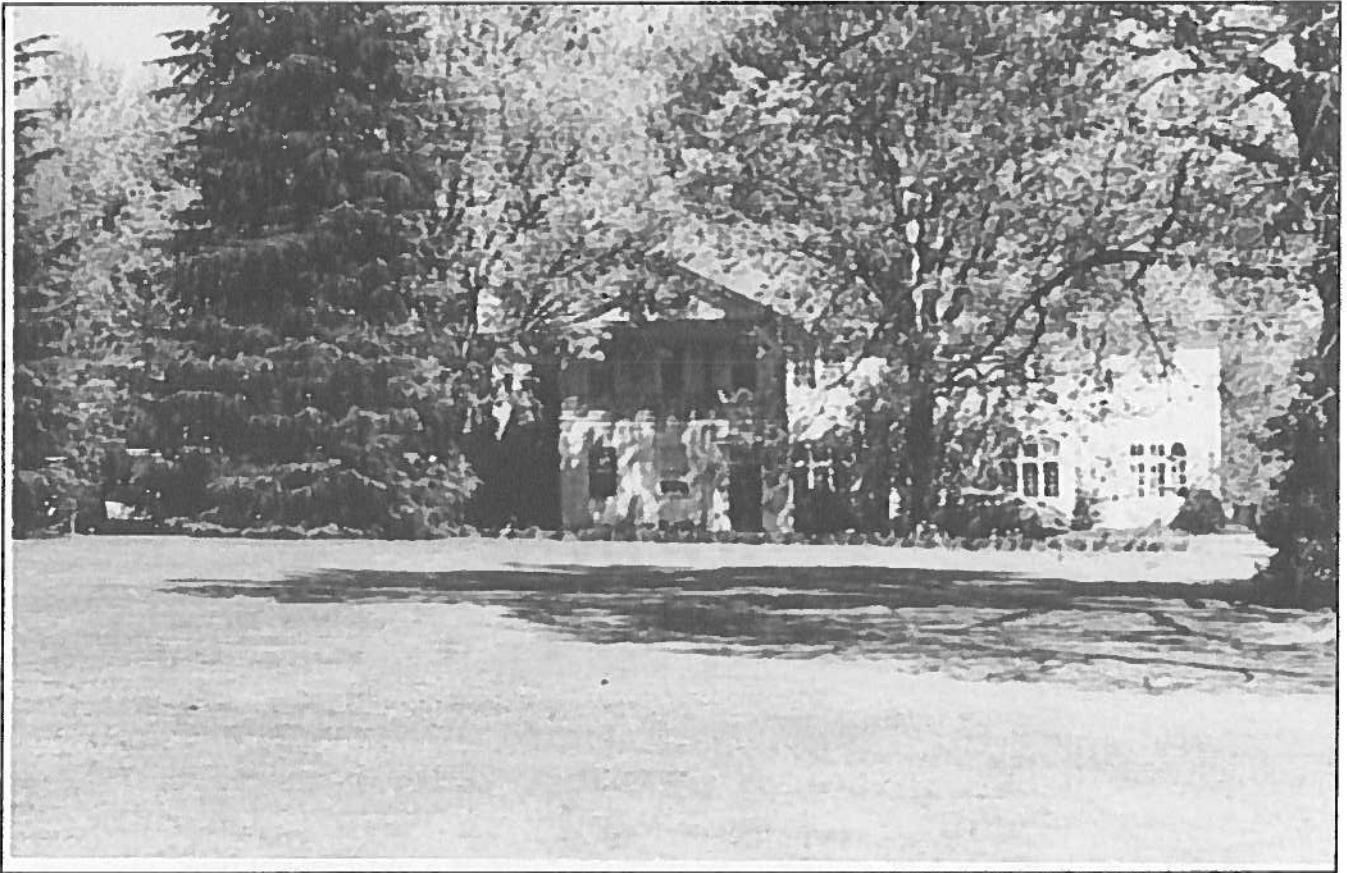
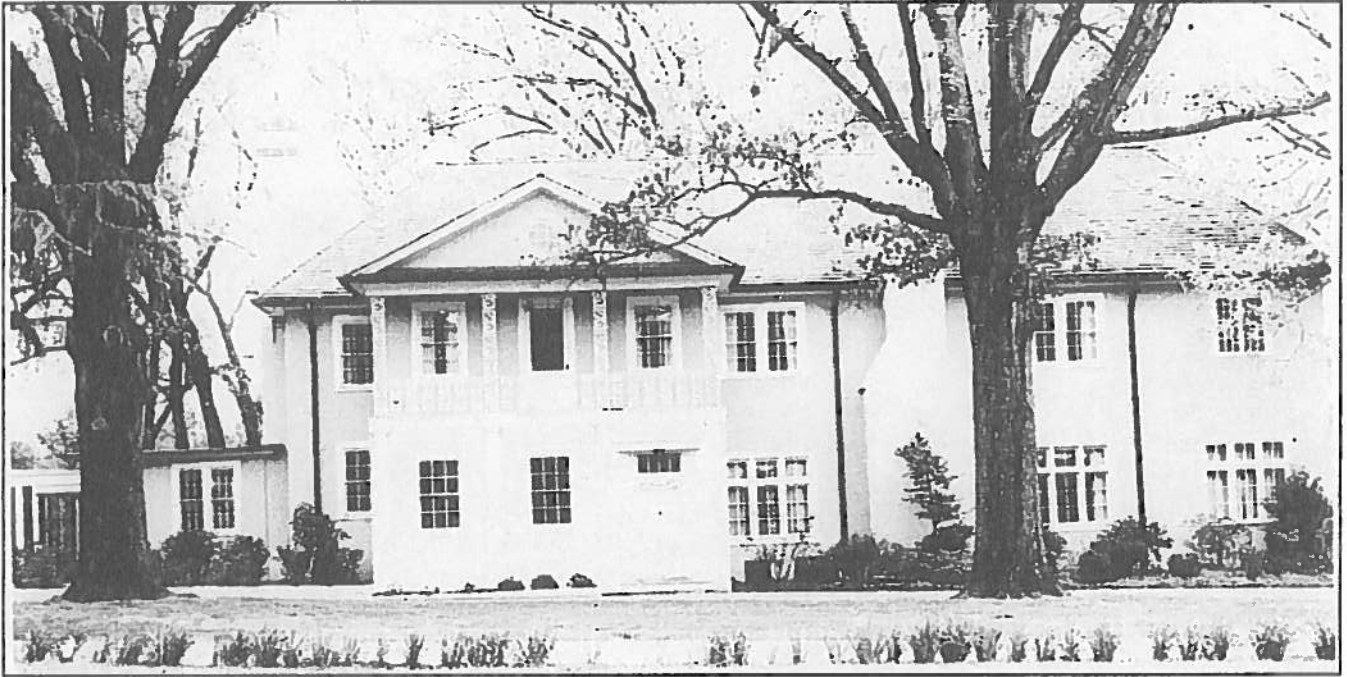
Trelawny
410 Goodwyn

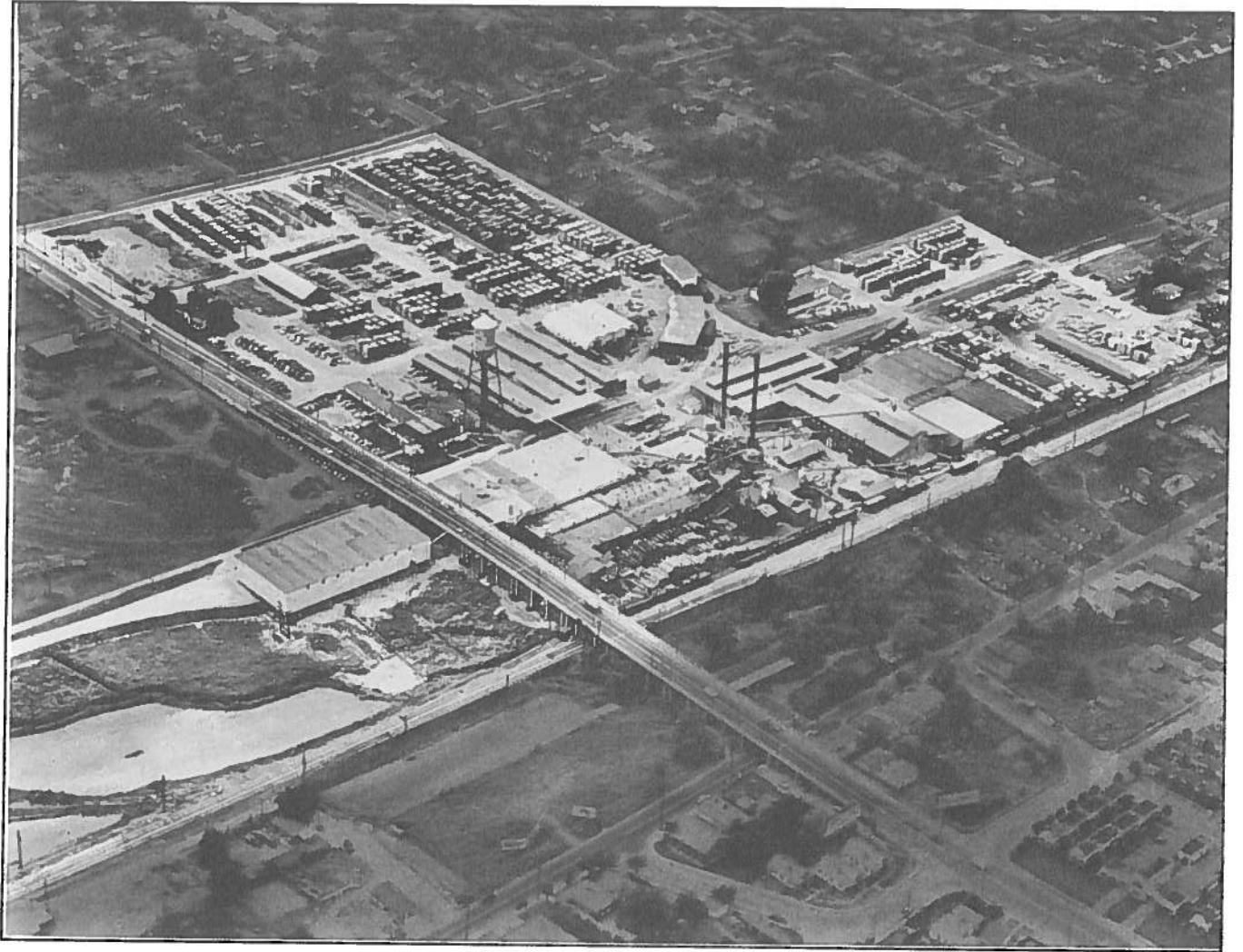


Living Room at 410 Goodwyn—1930's

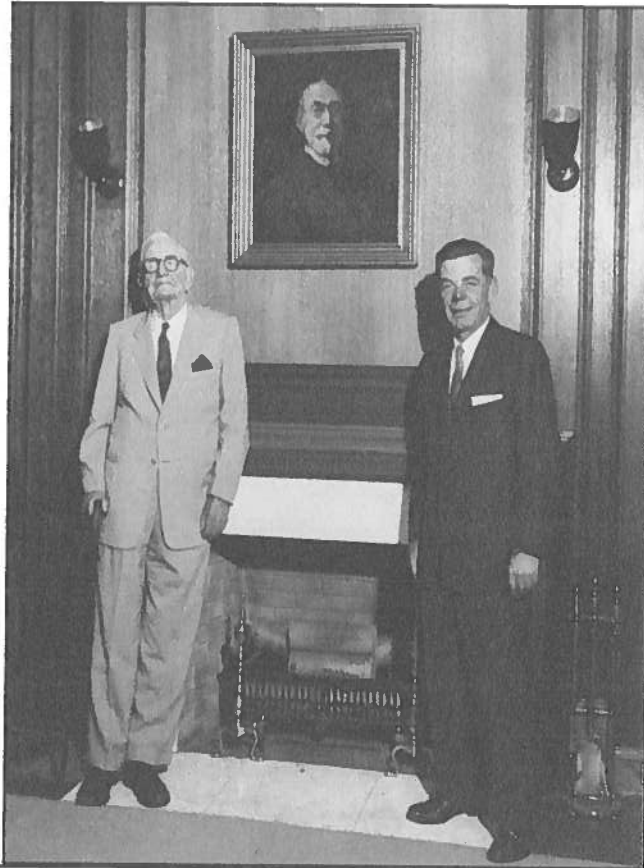


House after Remodeling in the 1950's





Nickey Bros., Inc.
Summer Ave.
Memphis, TN



A. B. NICKEY
Founder

S. M. NICKEY, SR.

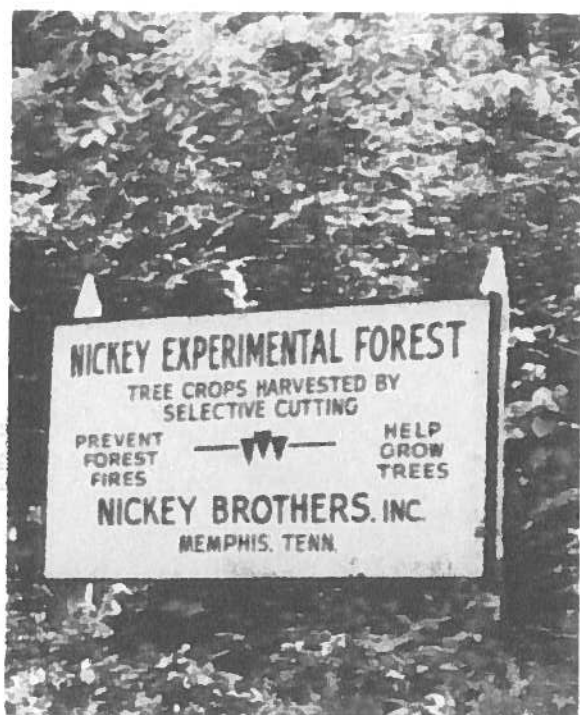
S. M. NICKEY, JR.

It was "Back in Indiana" in 1866 when A. B. Nickey founded the company which has developed into the present company of Nickey Brothers, Inc. From a small circular sawmill near Fort Wayne the plant grew and grew, expanding to Auburn and later to Princeton, Indiana. In 1903 the Nickeys came to Memphis to stay.

Later in 1907 the sawmill was built on the present plant site.

In 1913 the plant began the manufacture of veneers and in 1922 the production of the famous "None Better" flooring. In 1947 plywood production lines were set in operation.

Now, some 90 years later, Nickey Brothers, Inc. has a processing operation covering an area of 30 acres in Memphis, with supporting forest lands in the surrounding territory, with raw material sources from all over the world.



Typical of the many Tree Farms operated by Nickey Brothers, Inc.

TREE

FARMING

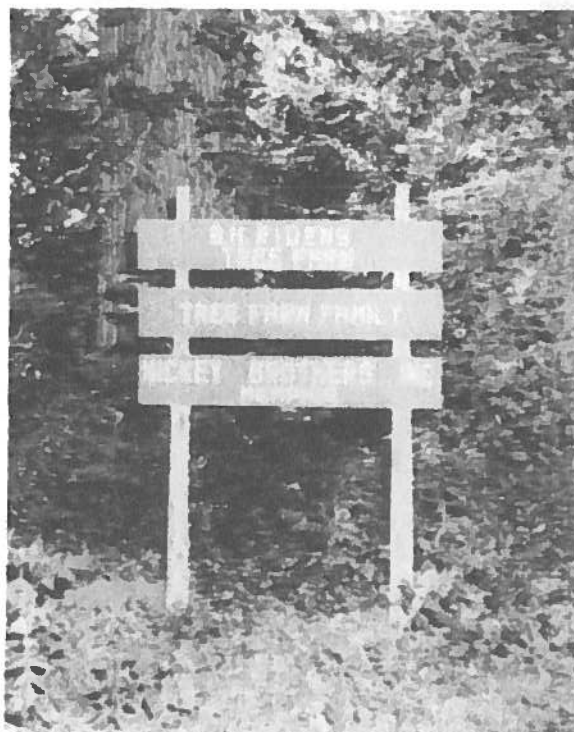
Nickey Brothers, Inc., is recognized throughout the nation as a pioneer in hardwood tree farming practices to insure an endless supply of their fine line of hardwoods.

Scientific management is applied to the company's hardwood forests. In addition company foresters manage the Nickey Tree Farm Family of private hardwood woodlots encircling Memphis, the nation's hardwood capital.

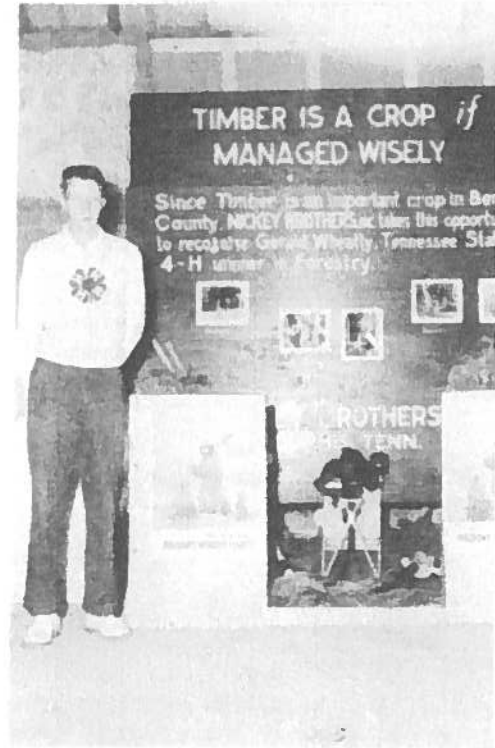
The eighty-odd Nickey Tree Farms grow a variety of species for a multitude of uses, and the management program is designed to grow quality hardwood trees of all species.

These tree farms each year help to supply the 40 million feet of logs and lumber required to keep the mill's approximately 800 employees busy.

"Below." One of the many Tree Farms managed by Nickey Brothers, Inc.



"Quality" hardwood products have been produced for three generations by Nickey Brothers, Inc. We are convinced our line of "None Better" hardwood products will continue in production for many years as a result of expertly managed tree farming programs now underway in the south and to which we are contributing the activities of the Nickey Tree Farm Family.



Recognition of the above 4-H member is one example of the activities of our Forestry Division.



More than 70 different timber species, foreign and domestic, are processed by Nickey Brothers, Inc. These include teak, prima vera sapeli, Philippine mahogany, African mahogany, oak, yellow poplar, sweet gum, walnut, birch, cedar and many others.

From all the world, logs finally reach Nickey Brothers' yard in Memphis.

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

May 29, 1943

To the Men and Women
of Nickey Brothers, Incorporated
2700 Summer Avenue
Memphis, Tennessee

This is to inform you that the Army and Navy, on the recommendation of the Procurement Division of the Treasury Department, are conferring upon you the Army-Navy Production Award for great accomplishment in the production of war equipment.

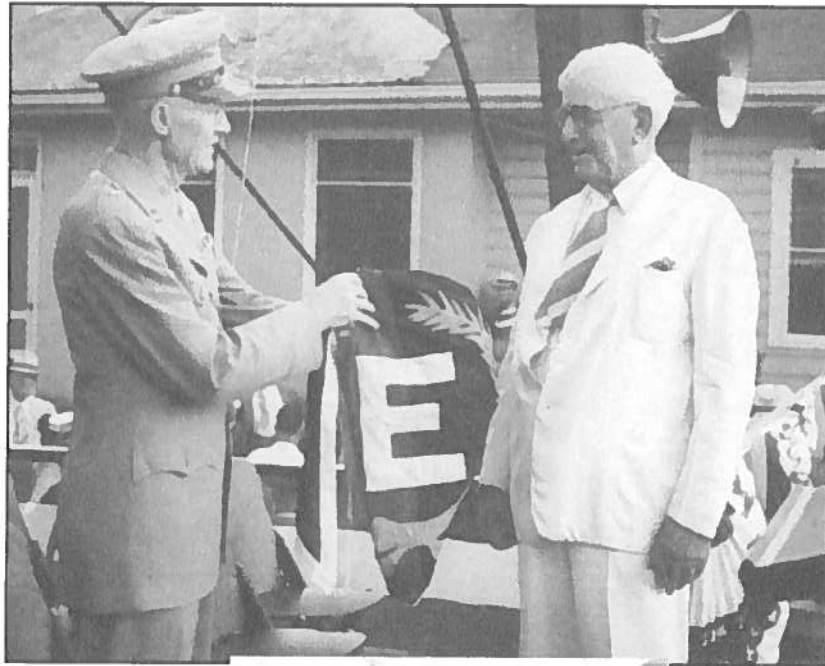
This award symbolizes your country's appreciation of the achievement of every man and woman in Nickey Brothers, Incorporated. It consists of a flag to be flown above your plant and a lapel pin which each of you may wear as a sign of distinguished service to your country.

I am confident that your outstanding record will bring victory nearer by inspiring others to similar high achievement.

Sincerely yours,



Robert P. Patterson
Under Secretary of War



ARMY-NAVY 'E' AWARD GIVEN TO NICKEY BROS.

General Declares Work Of Mill
Vital In War

EMPLOYEES ARE PROUD

By IRA BROCK

A tall senescent water tower, with faded letters of Nickey Bros., Inc., on its sides, stood proudly yesterday afternoon as dignitaries presented the Army-Navy "E" Award to employes and officials of the lumber company.

On a platform constructed beneath the water tower, Mayor Chandler introduced Brig. Gen. W. A. Danielson, commanding officer of the Memphis Army Service Forces Depot, who presented the "E" award to the company for its production of war equipment.

General Sums It Up

The less than 30-minute program belied the effort and years of endeavor by the lumber company to perfect veneer which is used in plywood for airplanes, boats and other fighting equipment of the armed forces.

General Danielson summed it up when he told the large crowd of excited employes, "Your work in this lumber mill is a vital part in the work of all our forces in this global war.

"Your work shows another quality without which battles cannot be won. There is no better way to describe it than 'sticking to your job.' By doing this you become a soldier."

Nickey Bros., Inc., which was founded in 1866 by A. B. Nickey, father of S. M. Nickey Sr., now

president of the company, was said by Mayor Chandler to be probably the first lumber company to receive the "E" award.

Symbolic of the several hundred negro employes at the plant was Bob Bass, who has been there for 37 years. He accepted the flag on behalf of the employes and promised to earn a star for the flag within the next few months.

Los Terhune, employe for 25 years, and J. R. Patterson, with the company for 30 years, accepted the Army-Navy "E" pins for the employes. Comdr. H. G. Benedict, executive officer of the Millington Naval Air Station, presented the pins, with Sergt. Michael J. Hayes, who was wounded at Guadalcanal.

Naval Band Plays

Ethel Taylor led the assemblage in singing "America," to music by the Naval Air Technical Training

Center Band. Invocation was by Chaplain Earl C. Whitsitt of Second Army Headquarters.

During World War I, products from Nickey Bros., Inc., were used in gun carriages, gun stocks, ammunition and food packing cases, truck bodies and many other items. Now they are being used in military aircraft, torpedo boats and such things. More than 98 per cent of production is going for war purposes.

Mayor Chandler read telegrams from Senators McKellar and Stewart and Governor Cooper.



SIGNIFICANCE OF THE ARMY-NAVY "E" AWARD

IN 1906 the Navy instituted in the Fleet an award for excellence which has been known ever since as the Navy "E". First awarded for excellence in gunnery, this was later extended to include outstanding performance in engineering and communications. An honor not easily won or lightly bestowed, it became and has remained a matter of deep pride to the men of the Service who receive it.

When the rising tide of war in Europe placed a premium on the production of war equipment, the Navy "E" award was extended to embrace those plants and organizations which showed excellence in producing ships, weapons, and equipment for the Navy.

Then came Pearl Harbor—and with it a demand for war production such as the world has never known . . . an awareness that our fighting forces and the men and women of American industry are partners in the great struggle for human freedom . . . and on the part of all Americans a grim and enduring resolve to work and fight together until victory in that struggle is final and complete.

From that high resolve was born the Army-Navy Production Award—which stands today as our fighting forces' joint recognition of exceptional performance on the production front . . . of the determined, persevering, unbeatable American spirit which can be satisfied only by achieving today what yesterday seemed impossible.

The Army-Navy Production Award is not lightly given, nor should it be lightly received. It carries a great patriotic challenge and entails a pledge of service from us all. The standards which earned this award must be continued and even bettered. We can do no less . . . and fly this award pennant with honor.



AGAIN NICKEY BROTHERS GOES TO WAR


FOUNDED in 1866, a year after the end of the War Between the States, the Nickey lumber enterprises have gone through three wars, contributing their part to their country's defense in each.

In 1866, Mr. A. B. Nickey, father of Mr. S. M. Nickey, Sr., started a small circular sawmill near Fort Wayne, Indiana. In 1885, he began a larger sawmill enterprise at Auburn, Indiana, moving in 1897 to Princeton, Indiana. During the Spanish-American War, Nickey lumber products first went to war. The Nickey enterprises were moved to Memphis in 1907 where the principal operations have been ever since. During these years the Nickey lumber activities have also included large operations in Arkansas, Mississippi, Tennessee, and on the Pacific Coast.

In 1912, Nickey Brothers, Inc., installed machinery and equipment and began the manufacture of commercial face veneers, principally for the furniture trade. Mahogany from Africa and South America, teak and ebony from the East Indies, prima vera from Central America, walnut from North America and other species from all over the world have gone into Nickey veneers. In turn these veneers have gone into markets throughout the world. In peace times, Nickey Brothers maintains offices in London and Buenos Aires, and selling agents in many other countries.

In the first World War, Nickey Brothers products went into gun carriages, gun stocks, ammunition and food packing cases, truck bodies and many other items of war equipment.

The present war brought a revolutionary change to the company's operations. The machinery and equipment had to be changed over for the manufacture of veneer for military aircraft and torpedo boats. The flooring factory changed over to make semi-finished wood products for the Army and Navy, such as truck body parts, bed bunks, chairs, hospital tables and mosquito-bar frames to protect our armed forces from disease-bearing mosquitoes in the tropics. More than ninety-eight per cent of Nickey products are going directly for war purposes.



Nickey's Plywood Tires Rough—But They'll Roll

Lumber Firm Has Already Improved on First Model, and Continuing Experiments

"It keeps 'em rolling but awfully rough."

That's what Sam Nickey Jr., vice president, says about the experiment at Nickey Bros., Inc., lumber firm, with plywood tires to beat the rubber shortage.

Tho the lumber firm can get tires, officials thought it would be wise to experiment in case the meager supply is shut off. Then, too, it was thought a public service might be done if wooden "shoes" for auto and truck wheels could be developed.

Since they're in the lumber business, they turned to wood—plywood.

Strips Glued Together

Four blocks of plywood were made for each wheel—each block rounded to fit the contour of the rim of an automobile for a city salesman. Each plywood block is composed of 150 different strips of wood, glued together with resin. The four-piece plywood tires were bolted to the rims.

For the past two months, the firm has experimented with plywood tires on the salesman's car, and he has bumped about the city, his car going over city streets

about like a log wagon or tractor would ride.

The plywood tires have been gradually improved as Nickey Bros. continued to experiment, trying to make them more resilient. Still far from perfect, they will keep equipment rolling, but rough.

Better on Gravel

They work better on dirt or gravel than hard-surfaced streets.

Now plywood tires are being bolted to wheels at Memphis Welding Co., Fourth and Jefferson, for use on a truck at a Nickey plantation at Hughes, Ark. It is believed they will work better on a plantation.

"They will keep vehicles going if you have to use them," Mr. Nickey said. "We are trying to relieve the pressure in the tire situation and will keep experimenting."

Memphis Press-Scimitar

Weather: Fair and colder tonight, lowest, 12 to 18. Tuesday fair; slowly rising temperatures

60TH YEAR

MEMPHIS, TENN., MONDAY, JANUARY 8, 1940

NO. 26

**FINAL
MARKETS**

PRICE FIVECENTS

NICKEY PLANT BURNS; LOSS \$300,000

Lumberyard's Foreman Salvages 71,400 Feet of Timber From Fire

"Oh, I didn't run into any flames," was the modest comment of J. E. Barnett, foreman of the dry kiln plant, who did an outstanding piece of salvage work in the early morning fire at Nickey Brothers plant.

With a crew of negroes helping him, he dashed thru intense smoke, hooked a steel cable to truck after truck of lumber and hauled 17 trucks of 4200 feet each—a total of 71,400 feet of lumber—from one burning building. He would have started on another building but firemen refused to let him enter.

Lumber—800,000 feet of it—was stacked 15 feet high on steel trucks in long tiers of brick buildings which were swept by the flames.

Firemen played hose on the burning buildings and Mr. Barnett was ice-coated from head to foot several times.

Alvin Suratt, 28, of Selmer Tenn., who had been trying several years to get work at the plant, drove in from Selmer, about 100 miles, this morning to report to the job he had finally landed. He surveyed the burning plant ruefully.

The Nickeys Rebuild

While the coals of a disastrous fire at Nickey Bros. Lumber plant were still hot, S. M. Nickey Jr. announced that the firm will spend \$300,000 immediately to replace the units destroyed.

This is the spirit that builds cities as well as plants.

Memphis is proud of the Nickeys and while it sympathizes with them in their loss it rejoices that their courage was not shaken nor their vision blurred.

There are some things that disaster emphasizes rather than destroys.

NICKEY LUMBER MILL HIT BY \$350,000 FIRE; FIVE KILNS DESTROYED

Cold During Early Morning
Hampers 150 Firemen At
Big Memphis Plant

CAUSE IS UNDETERMINED

Fanned By Stiff Wind, Blaze
Spreads Rapidly

TIMBER FEEDS FLAMES

Upwards Of 4,000,000 Feet
Burn Throughout Most Of
The Day—Loss Reported
Covered By Insurance

(Pictures on Page Eleven.)

Fed by millions of feet of lumber, fire yesterday swept through the flooring mill and dry kilns of the lumber plant of Nickey Bros., Inc., located at the northwest end of the Summer Avenue Viaduct, at a cost of between \$350,000 and \$500,000, all covered by insurance.

S. M. Nickey Jr., vice president, said the damage would be at least \$350,000 and might mount much higher when a final checkup is made of the amount of lumber in the kilns destroyed.

Cause Undetermined

Fire Marshal Frank Buckalew said he had not determined the cause of the blaze, which started in a shed adjacent to the flooring mill.

The flooring mill, with its valuable machinery, burned to the ground. Only quick action by the Fire Department prevented a storage warehouse a few feet away from burning. Only the sides were damaged. The flooring mill was enveloped in flames when the first fire company arrived.

The kilns, immediately to the north of the flooring mill, caught fire from the intense heat of the mill. District Chief A. J. Schaefer said.

The Fire Department got the first alarm at 6:51 o'clock yesterday morning, followed by additional alarms at 6:59, 7:03, 7:12 and 8:07. Fifteen pumps and two trucks, manned by both day and night crews totaling 150 men, fought the blaze.

Firemen were hampered by frozen hydrants on the company grounds and the fact that city plugs were distant from the fire. Chief Schaefer estimated that about 20,000 feet of lines were stretched.

A stiff wind, first from the northwest and later from the north, fanned the flames and spread the dense smoke from the kilns over a wide area. Freezing temperatures during the early part of the day also added hindrance.

There were five dry kilns in the building which burned. Lumber from one of them was dragged out with tractors after pulleys had been attached to the trucks on which it was stacked.

Plant Foreman Is Hero

This feat made J. E. Barnett, kiln plant foreman, the fire hero. He braved the dense smoke and blaze to go into the kiln and attach the cables, firemen drenching him with water during the operation. He salvaged about 71,400 feet of lumber before firemen halted his re-entry to the building.

Mr. Nickey estimated that between 3,000,000 and 4,000,000 feet of lumber were destroyed, including that in the kilns. Only a small amount of timber was in the flooring mill, he said.

Between 300 and 400 men will be thrown out of work temporarily as

a result of the fire. Mr. Nickey said. Although the company hopes to rebuild immediately, there will be little work for these men until the plant is restored, he added.

The company did not operate yesterday, but operations will be resumed today, Mr. Nickey said, and all other departments will run as usual.

Fire Department officials said crews would be kept at the mill all last night with about six hose lines to continue "wetting down" the smoldering embers.

Five railroad box cars on a nearby siding, three of them loaded with bales of cotton, were seriously damaged. The wooden part of one was completely destroyed. The cotton caught fire and some of it was badly burned. It belonged to Buckeye Cotton Oil Mill.

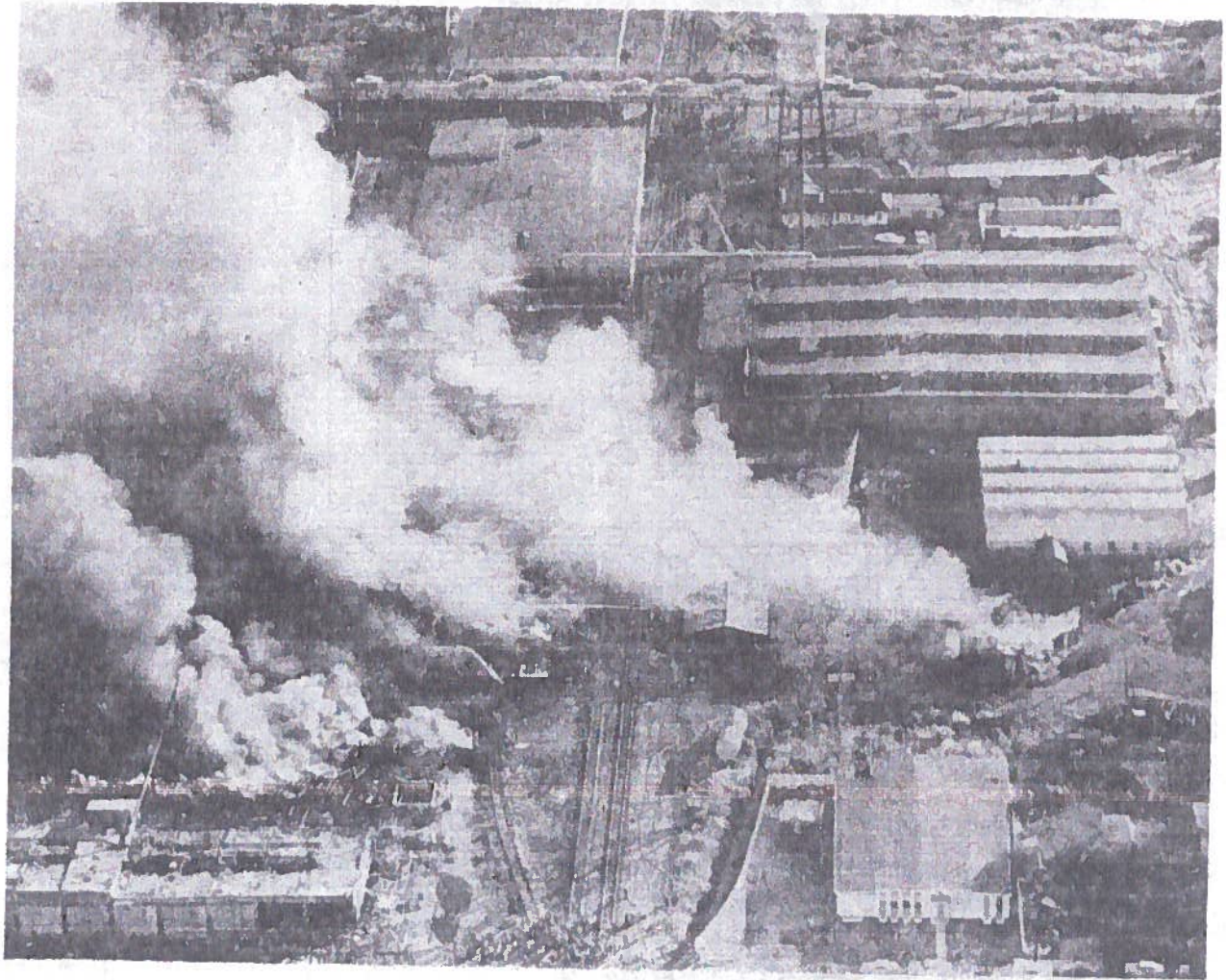
EYE CATCHER ON MILL.

Freight trains using the railroad lines near the mill were delayed by fire lines which had been placed across the tracks. Later in the morning, holes were dug under the tracks and the lines were run under, restoring traffic.

Fire Chief Klinek went to the fire at the second alarm, but left after a survey of the situation, going to headquarters, where he directed operations. Actual fire fighting was in charge of Deputy Chief Connel O'Sullivan assisted by District Chiefs Schaefer, Rickenbacker and Sadler.

Nickey Brothers, established in 1896, annually produces about 20,000,000 feet of finished lumber products.

THE COMMERCIAL APPEAL
MEMPHIS, SUNDAY MORNING, FEBRUARY 2, 1964

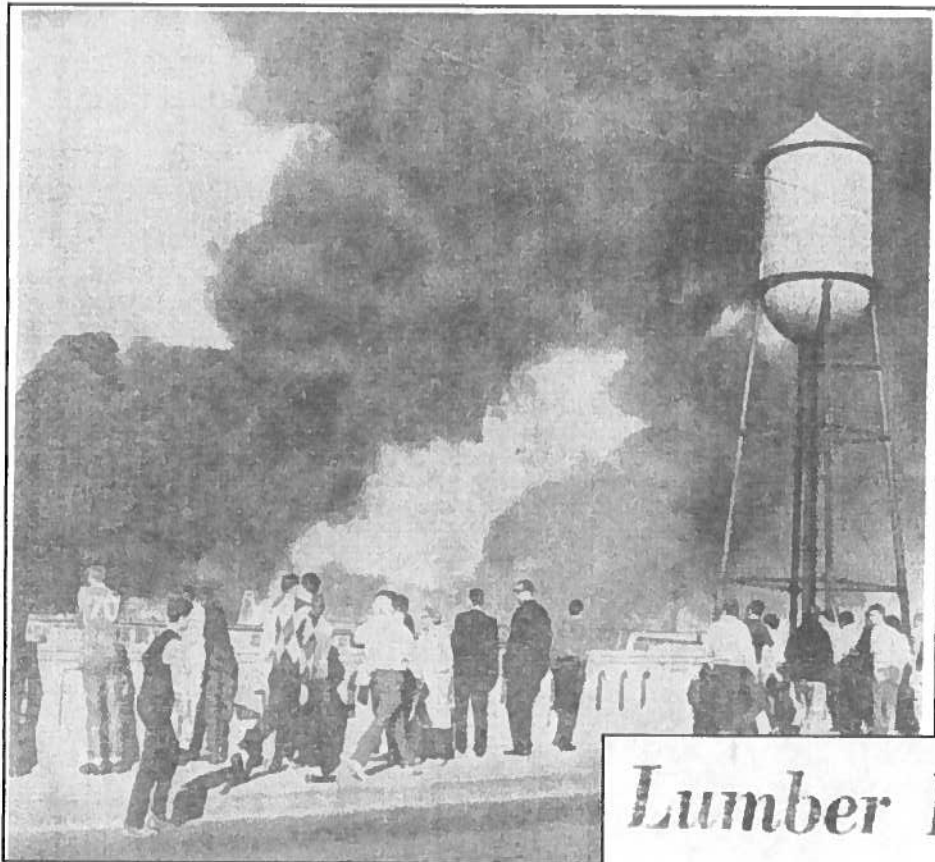


FOUR ALARMS—Six wooden structures on the 35-acre section owned by Nickey Bros. Inc. in the 2700 block of Summer blazed furiously yesterday afternoon before firemen controlled them after an hour's battle. Mrs. Sam

(Additional Photos on Page 8, Sec. 2-A)

Nickey Jr., wife of the firm's president, said the fire evidently started in grass along a railroad spur, possibly coming from a stray cigaret or a train's "hot box."

—Staff Photo by Charles Nicholas



Lumber Fire Sears The Sky

City's Biggest Fire Since '60 Quelled In Hour-Long Battle

Whipped by 15-mile-an-hour winds, burning lumber and roofing paper created intense heat at yesterday's Nickey Bros. Inc. fire. The blaze was so hot it ignited telephone poles 50 feet away and heated railroad rails so they blistered the paint off a pencil a reporter used to test them. The fire drew thousands of spectators who lined the Summer Avenue viaduct and ringed the 10 acres in which the fire was contained. Traffic was jammed as far west as Trezevant, hindering some fire trucks in getting to the scene.

Malaya Plant To Be Erected By Nickey Firm

Memphis Lumber Company
Awarded Certificate
By Asiatik Nation

FIRST TO U.S. INDUSTRY

Half-Million-Dollar Veneer
And Plywood Unit Will
Be Set Up — Ambassador
To Visit City

By LOUIS SILVER

Nickey Bros., Memphis lumber firm, has been granted a "pioneer certificate" by the Federation of Malaya to build a half-million-dollar veneer and plywood plant in that Southeast Asia nation.

The Memphis firm is the first American industry to get such a certificate.

Sam Nickey Jr., president, said last night the plant will be built and operated in partnership with Malaysians to help them develop their own natural resources.

Malaysians will be brought to the Nickey Bros. plant at 2700 Summer for training.

"We elected to go to Malaya," Mr. Nickey explained, "because of their good hardtop roads, good rivers, modern railroad system, stable government, and stable currency, and because of the friendship for Americans we encountered in the villages."

"They have terrific timber resources there."

Ambassador To Visit

Mr. Nickey will be host March 7-9 to Dato Nik Ahmed Kamil, Malayan ambassador to the United States and Malaya's permanent representative to the United Nations. Mr. Kamil will make several speeches and will tour industrial plants here.

The Malayan "pioneer certificate" awarded to Nickey Bros. frees the firm from paying import taxes on machinery and from income taxes for five years, Mr. Nickey explained. No financial assistance will be given by the Malayan government.

Construction on the plant is expected to start next fall just outside Kuala Lumpur, capital of Malaya. About 250 Malaysians will be employed.

The factory will process iuan (similar to Philippine mahogany), a wood widely used in paneling, boat building and furniture.

Nickey to Build Second Overseas Plywood Plant

Mill Is Planned in Malaya,
Philippine Firm in Operation

Nickey Brothers Lumber Co. will meet the growing foreign competition with plywood produced in the United States by co-operating with a foreign nation in building a second plant overseas.

The new plant will be in Malaya.

The other plant is in the Philippine Islands and was built beginning four years ago.

Memphis Is Home

Nickey Brothers' home plant is in Memphis, and it is a Memphis institution. Thus a Memphis industry has become worldwide.

Sam Nickey, president, was one of the first American manufacturers to raise an alarm over the mounting foreign competition some six or eight years ago. The imported plywood was much cheaper than American, the labor to make it being only 10% of the cost of American labor.

But to have restricted plywood imports would have also hurt American exports.

Nickey and Russell Stadelman, vice president, knew Philippine lumhermen well, because the company was a big customer. They set up the Philippine

plant. Philippine lumber mill men were brought to the Memphis plant to learn the business.

Malaysians to Study

In the same way Malaysians will be brought to the Memphis plant to learn how to make plywood. About 250 Malaysians will be employed at the Malayan plant.

Nickey Bros. is pioneering in the Malayan lumber mill industry. The company will spend about half a million dollars there. Nickey and Stadelman toured the company last year and made a lot of new friends there. The new plant resulted.

Stadelman said much of the Malayan product will be brought to the Memphis plant for further processing.

Malayan Ambassador To Visit Memphis

Dato Nik Ahmen Kamil, who is Malaya's ambassador to the United States, will visit Memphis and the lumber mill with which his company has just completed an agreement for a Malayan branch of the Memphis plant.

His Memphis host will be Sam Nickey, president of the Memphis plant, Nickey Brothers, Inc.

Kamil will also visit the Firestone Tire and Rubber Co. plant, a big customer for Malayan rubber, and the new Memphis Harbor and Industrial Area.

He will be in Memphis March 7-9. He will address Memphis Kiwanis Club and Southwestern March 9.

Nickey pointed out that Malaya has taken a firm stand against Communism and is determined to maintain its independence.

Will Be Assembled Here

The products will be brought here for assembly. This is similar to the arrangement with two plants already operating in the Philippine Islands.

The decision to locate a plant in Malaya followed a visit made there last year by Mr. Nickey, Russell C. Stadelman, company vice president, and William A. Wallace, assistant vice president in charge of procurement.

Mr. Nickey voiced high praise for the fact that "the most fierce fighting against communists took place in Malaya from 1948 to 1952."

Malaya is located at the southern end of the Malay Peninsula just north of the Indonesian island of Sumatra.

**Miscellaneous Articles Relating to
Sam and Elizabeth Nickey**

Sam Nickey— Wickliffe's First CFM Landowner

By John M. Wood

Two names are synonymous with Westvaco CFM Wickliffe—Sam Nickey and Paul Haywood. Sam Nickey became the first CFM landowner in the Wickliffe program when he signed a letter of agreement in 1968 to manage his 12,500 acres in Benton County, Tennessee. At the time, Paul Haywood was the District Manager of Wood Procurement's old Central District which covered West Tennessee and Northeast Mississippi. Recently the two got together to talk about the young days of CFM at Wickliffe. "I had difficulty at first convincing management that we needed a CFM program," said Paul. "But once I introduced them to Sam Nickey, it was all over but the signing."

Riding through the Nickey property in Benton County, one can see the results of the vision and foresight of this "lumberman from Memphis". It all started around 1945. "An L & N Railroad switchman at my mill in Memphis told me about a tax sale near Big Sandy, Tennessee," said Sam. This first 3,000 acres was the beginning of this man's vision of forest management.

"These old ridgetops were growing 100-year-old hardwoods averaging maybe eight inches in diameter," recalls Sam. "I wanted to plant loblolly pine, and everyone told me, including forestry professionals, that it wouldn't grow here." But Sam had a persistent land manager by the name of Taylor Wheatley who shared Sam's vision. "The pines on the Nickey property stand tall as a fitting monument to Taylor," said Sam. Taylor had planted a half-acre of loblolly pine seedlings that he had gotten from Jim Bailey, the present Editor Emeritus of the *Tennessee Conservationist*. Back then, Jim was giving a lot of conservation talks to schools and civic groups. Once Sam saw Taylor's ten-year-old one-half acre pine forest, he knew it could be done. He began to plant many



Sam Nickey and Paul Haywood recently got together to recall the early days of CFM.

acres over a ten-year period. Many of the trees from this beginning have been harvested and made into paper and the land is now growing the second generation of pine.

Sam Nickey's vision included more than just trees. In 1948, he worked out an arrangement with Tennessee and the Pennsylvania Game and Fish Commission to transport four doe and one buck from Pennsylvania to his property in Benton County. Recalls Sam, "The County Game Warden Elmo Price and I released those deer on Jerry's Grave Road after midnight and never told anyone for fear of poaching." From that small beginning, the deer herd in Benton County has grown to the point that it consistently ranks in the top ten Counties in Tennessee for deer kill. In 1987, the deer harvest was 1,567 which was the sixth highest county harvest in the state.

Sam has many stones connected to his forest in Benton County. Sam's import/export lumber business took him

to many countries, particularly the Philippines and Japan where he made many friends. "I was on the Memphis Zoo Board at the time. The Nagoya Zoo in Japan asked for two beavers for their display," said Sam. "There was no problem finding beavers in Benton County! The next time I was in Japan I got the royal treatment. A band was playing, school children lined the street waving flags, and I was treated to a grand tour of their zoo." In return, Japan sent two Hokkaido Bears (Japanese Black Bears) to the Memphis Zoo.

Then there was the time Sam's wife Elizabeth was working on the Audubon Park in Memphis constructing a Japanese Garden. "She wanted some big rocks," laughed Sam. "I knew where to find them." The sleepy town of Big Sandy woke up one morning to the sound of six trucks, a derrick crane, and a dozer driving through town to load up "big rocks" for the Memphis Audubon Park. But then, Big Sandy had

witnessed many of Sam Nickey's ventures. Sam had entertained many of his friends from foreign countries at his cabin on Kentucky Lake and he always introduced his guests to his Big Sandy neighbors.

Sam's vision of managing his forests for the future began a new chapter when he sold his Benton County properties to Westvaco in 1974. "I had a lot of pressure to sell the land for vacation homes," said Sam. "But I was more interested in selling to someone who

would manage the forest like I did. My association with Paul Haywood over the years had convinced me that Westvaco would be that kind of manager."

Little has been written here of the timber management accomplishments of the Nickey property such as acres of tree planting and tons of wood harvested. That is just one aspect of forest management. It is people with vision that make a difference, and Sam Nickey is a man of vision. The best

story that sums up the beliefs of this man occurred back in 1979. Westvaco was making a sizable donation to the Big Sandy Volunteer Fire Department. The occasion was an all day fair and fish fry. Sam Nickey was asked to present the check on behalf of Westvaco at the closing ceremony. Sam said, "I have a sizeable check here that has Westvaco's name on it. But this money didn't come from Westvaco. It came from the forests." Well said, Sam Nickey, well said.

SAMUEL MOSSMAN NICKEY, JR.

1912 - 1991

On March 9, 1992 God, in his Infinite Wisdom, saw fit to take from this earthly life our longtime friend and fellow lumberman, Samuel Mossman Nickey, Jr.

Sam was born in Memphis on July 23, 1912. He was educated in the Memphis schools and was graduated in 1934 from Davidson College at Davidson, North Carolina. In 1938 he was married to the former Elizabeth McKellar. They were blessed with one son, Samuel Mossman Nickey III and four daughters: Mrs. Elizabeth Neilson, Lois Mancin, Carolyn Nickey Rosson and Eleanor Hoehn.

Sam spent his entire business career with the Internationally known firm of Nickey Brothers here in Memphis and he retired in the early 80's as chairman of the board. The firm had extensive operations in Brazil, the Philippines and southeast Asia.

Sam was regarded as one of the top leaders in forest conservation in the South and was a former member of the Tennessee Conservation Commission. He was instrumental in the development of Shelby Forest as a timber conservation and recreational area. In the early 50's Mayor Henry Loeb and he were co-founders of the Memphis Zoological Association to help save and improve the Memphis Zoo. He served as a president of the association.

Sam was a past director of First Tennessee Bank, Memphis Boys Town, and a member of the Memphis Park Commission. He was a member of the Woodland Presbyterian Church. Sam was a member of the Lumbermen's Club of Memphis for over 50 years having joined in 1936. He participated in a number of memorable elections, for director in 1937, 2nd Vice President in 1942, and president in 1945.

His oldest daughter, Elizabeth served the Club with grace and distinction as their first Lumber's Lady Fair in 1963. In addition to his wife, children and 10 grandchildren, he is survived by his sister Lois Eason.

Samuel Mossman Nickey, Jr. Resolution Page 2.

WHEREAS, Samuel Mossman Nickey, Jr. has been an active and faithful member of the Lumbermen's Club of Memphis and having merited by his actions and activities honor upon himself and the Club.

THEREFORE, BE IT RESOLVED that the members, at their meeting on June 11, 1992, expressed their deep regret and sympathy at the passing of Samuel Mossman Nickey, Jr. and extended their sympathy and condolences to his survivors.

BE IT FURTHER RESOLVED that as an acknowledgement of the high esteem in which he was held, a copy of this resolution be spread upon the permanent minutes of this meeting and copies be furnished to the surviving members of his family.

Respectfully submitted,
RESOLUTIONS COMMITTEE

Patrick Carey
H.J.M. Jorgensen III
Lawson Maury
Gerald Slavney

Verbage from a telegram found in the guestbook of the Nickey Sr.'s cottage at Walloon Lake, Michigan—undoubtedly the work of Uncle Jeter!!

Dated: MEMPHIS TENN AUGUST 22, 1944

To: MRS. S. M. NICKEY WALLOON LAKE, MICHIGAN

DON'T WORRY ABOUT NOT HAVING A LAUNDRESS. YOUR WASHING MACHING BURNED UP. DON'T WORRY ABOUT GAS RATIONING. YOUR BUICK BURNED UP .IT WOULDN'T BE NEEDED ANY MORE THE TIRES WERE BURNED ANYWAY. YOU DON'T NEED ANY OF THEM BECAUSE YOU'D HAVE NO PLACE TO PUT THEM. THE GARAGE BURNED UP ALL BUT THE LAWN MOWER .NO OTHER DAMAGE

LOVE AND KISSES

LOIS JETER SAM MAC