

Was in its prime with
Fred Stone the owner &
operator. Pete Mee's Hotel was
quite a place, and another
Hotel Co. of Svensson's there.
Many of the farmers in Biggs
County got their start working
for Cooper, and in 1902
when Cooper was farming
16000 acres and had acquired
the largest grain elevator in
town with two legs (for elevating
the grain to the top of grain
bins) & scales for weighing
the 125 Bu. grain trucks in
which most of the farmers hauled
in their grain.

Fred Beier was the operator
of this Elevator, but in

The fall when threshing was in full swing, Fred Beier could not take care of the Elevator alone, so Mr. Cooper took charge of one of the scales, and they both worked early & late to take care of all of the farmers that brought in grain to this Elevator.

This is when I started to work for Mr. Cooper. He had just recently built his office just No. of 1st Nat. Bank, and because he felt that he was needed in the Elevator, he hired me to take care of his office. They were too busy to pay the farmers for

Their grain at the Elevator
so the farmers got a scale
ticket, showing the grade &
weight of the load they
brought in & then they
were sent to the office to
get their pay.

John Houghton was foreman
on Section Seven Ranch N.E.
of Casper town, and he too
would write a time ticket
for the men for their services
and they too would call at
the office for their pay.

There were 4 other elevators
in town, and soon after threshing
started, they were all filled up
and all were scrambling for
cars to empty out their bins.

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Mr. Cooper soon tired of asking W. J. Payne, the N.P. agent in Coopers town, for empty cars in which to load & ship out grain. All the other Elevator were filled up & Railroad was unable to furnish cars fast enough.

So Mr. Cooper tried a new stunt. He called up the Supt. of N.P. Ry at Wilmore Minn, and told him that he wanted a train load of empty grain cars, to load with grain out of his own Elevator. Mr. Coopers promised the Supt. that he could load out 5500 bu. of grain in 48 hours if he had the cars

And so a day later here
came a train up the line
with 26 cars, and the
train crew stayed right
in town & did the switching
as needed for loading all
these cars, and they were
on their way out down the
line headed for, Furl & Co
grain dealers in Minneapolis
& Duluth. None of the other
Elevators in town got any
cars out of this train load.
& you still hear some of
them crossing the Railroad.

Many other interesting tales I
could tell, but perhaps this
is enough for now.

Very truly,
O. H. Brown