

RUDOLPH: The railroad was only to Garrison to begin with, ~~you know?~~

~~BOB: Ya.~~

~~RUDOLPH: Oh, yes. I think, I hauled flax and wheat both to Garrison one fall, I think, or probably two falls. I don't know. It was pretty hilly and the roads were bad too. The roads were bad. You know, It wasn't anything like it is now. I had loaded up flax sacks pretty much in a sleigh. I had four horses on and the horses weren't really used to holding back, ^{down} dem hills; and they started out down the hill and, I guess, by the time I got to the bottom the team was going just about as fast as they could go. I guess. If it had rolled over, I'd have of lost the flax and the whole business, I guess. And then I had a hauled wagon.~~ Oh, what was that we called dat? We tied a log chain to the left hand side of the front axle on the wagon and then tied it to the rim o' the wheel on the side and let that wheel slide down the hill.

~~BOB: Oh.~~

~~RUDOLPH: To hold it back, you know, like that. And Some of the hills was so steep and the horses wasn't used to ^{those kind of hills} it like that, you know, either. Course, Sometimes that wheel got quite hot ~~by the~~ by the time you got down.~~

~~BOB: Ya, I would think so.~~

~~RUDOLPH: It didn't burn it up t'ough or anything. When I got to Garrison, then there wasn't any room in the elevator and I had to go over in some shack someplace and unload the sacks of flax. And then I got all gold! I got all gold money.~~

~~BOB: Is that right?~~

~~RUDOLPH: For the load o' flax.~~

~~BOB: Is that right?~~

~~RUDOLPH: Ya. It wasn't all that much, but, anyway, it was a bunch of gold. It wasn't so much in a bag either, you know.~~

~~SIDE TWO~~

New story ↓

RUDOLPH: Ryder had six elevators.

~~BOB: Oh?~~

~~RUDOLPH: Ya.~~

BOB: Which elevator did you run?

RUDOLPH: I had the ^{Dodge} ~~Donnelly~~ Elevator for nine years. That was a line house. ~~And then~~ ^{Iran} ~~the~~ Farmers Elevator for 16 years.

~~BOB: Oh.~~

~~RUDOLPH: And it was that same elevator now made \$194,000 earnings now this last year.~~

~~BOB: Oh?~~

~~RUDOLPH: That's a lot o' money.~~

~~BOB: That's still the Farmers Elevator, isn't it?~~

~~RUDOLPH: Oh, yes. Yes.~~

~~BOB: Ya.~~

RUDOLPH: ~~And the~~ ^{first} elevator that I run only held about 24,000 bushels, but it ^{was} ~~is~~ quite modern. It ^{had} ~~was~~ an office built on the side and ^a ~~base-~~ ment and the engine was in the basement, ~~and it was~~ ~~quite modern,~~ but now they got two great big store elevators. Each one of 'em... Well, bot' of 'em probably holds 100,000 bushels now.

BOB: What kind of an engine did you have in that elevator to elevate the grain?

RUDOLPH: It was a little 5.... In the ^{Dodge?} Donnelly Elevator it was a little 5 horse. No, I don't suppose it was a 5 horse either. I think, it was some break and make spark plug ~~make~~ was used. Either make or break, you know. The points was sort of insulated, ~~you know,~~ with some sort of stuff that was nonconductor stuff and they'd open and close and then ignite. After awhile, then I got one a little bigger and then the Farmers Elevator there was one that.... I imagine, it was probably as much as 15 horsepower and it used gasoline, I believe.

BOB: Oh.

RUDOLPH: And then after that I got the 25 horse diesel engine and that was a semi diesel.

BOB: Oh.

RUDOLPH: The spark plug had a little kind of a spring coil inside.

Eliminate

You put the switch on, and that stayed ^{red} ~~hot~~ not all the time and then you turn it against compression, so it was called a semi diesel and when you got the thing started, then it didn't need that there ~~thing~~ ^{plug} a' tall. That thing.... I burned out the crankshaft bearing on that and it caused us an awful lot o' trouble and it just ruined the crankshaft 'til finally I got a motor, a 20 horse motor, and that was set down, but now they got motors up in the ~~top~~, you know. Altogether different.

BOB: When somebody came in with a wagonload of grain, did you have to shovel ^{it} out of the wagon ~~then~~ into the elevator?

RUDOLPH: No, ~~not in either~~ ^{the} ~~the~~ ~~wit'~~ the wagon. ~~No~~. We had ~~the~~ dump logs, ~~what~~ we called ^{the} dump logs, and kind of a wheel with a handle on and a chain and you'd trip it ~~in a way~~ wit' your foot ~~so~~ to take the brakes off, ~~and then~~ ^T the dump log ^{had} the shaft in ~~the~~ ^{through} the middle of it and then the front end of dem ^{dump} logs comes up and then ~~back~~ and the back end of the dump log went down so the wagon got tipped. It didn't tip ^{it up} ^{up} so much as it does now, you know, but it tipped ~~it~~ enough so you didn't have to shovel much. But in the wintertime! In the wintertime, with the sleighs, we had to shovel it all.

BOB: ~~Oh.~~

RUDOLPH: Ya, ~~Of course~~, you couldn't dump the sleighs; you know, and, of course, they were too low anyway. ~~Ya, that was...~~ ^I And then ~~loaded~~ a lot of 40,000 ^{lb. bushel} cars and 50,000 ^{lb. bushel} cars. ^{You} ~~had~~ to go to the lumberyard and buy lumber to patch ~~dem~~ up before you could load ~~them~~ them.

BOB: ~~Ya.~~

~~RUDOLPH:~~ And the train crew. You'd have to tip the train crew ^{or the depot agent} to get some cars, ~~or the depot agent.~~

BOB: ~~You did?~~

RUDOLPH: ~~Ya.~~

BOB: Almost like a little bribe, huh?

RUDOLPH: Ya. We called it "mule". "Muleing", you know. ~~We went and got that....~~ I'd send the bill into the company. -- So much for "mule" for

This info is from my report consultant, OTTO Bertsch!
 He's referring to 40,000 pound cars. No way can it be bushels.

the train crew.

BOB: ~~Oh. Well,~~ ^{It} was kind o' hard to get railroad cars in those days too, huh?

RUDOLPH: Oh, it was. ~~There was a fight over.~~ Course, ^T there was six elevators, you know, and each one of 'em wanted the most cars, ~~and~~ ^Y you were supposed to get the cars according to the business that you had, ~~you know,~~ ^{but} and it was quite a difficult proposition and it still is. ~~It still is. More difficult than ever but now, I 'spose, that the~~ majority of the cars that they get now is ~~100,000 bushels and~~ ^{100,000 bushels and} and some of 'em must be 200,000 ~~cars;~~ ^{bushels and} but they're loadin' ^{them} ~~on~~ cars, too, so that a lot of that railroad track goes haywire, too, and ^{they} ~~it~~ dumps the cars along the railroad track. A lot of 'em. It's a wonder to me those small rail and poorly built tracks that they're holdin' up like.... It's a wonder to me.

BOB: ~~Ya, I think so too.~~ What year did you start running the elevator there in Ryder?

RUDOLPH: ~~1916 and I quit.~~ I run in '16 through '25 in the Dodge Elevator and from '16 to '41 in the Farmers Elevator.

BOB: Were you still farming ~~then~~ too, while you ran the elevator.

RUDOLPH: Ya. Well, I owned interest in some land and in 1918 me and Henry Snipen ~~we~~ went out on the reservation and put in 500 acres, I think. In the middle of the summertime you didn't have much business in the elevator, you know. They all rushed in in the fall of the year and then after that it wasn't much. ~~And~~ ~~we~~ ^{hired} I ~~had~~ a man to stay there at the elevator. ~~didn't~~ ^{didn't} pay him so very much while I was out there.

~~BOB: Oh, ya.~~

RUDOLPH: ~~And~~ ^{We} put in some 500 acres. It wasn't a good year, but it had been summer fallowed. ~~I think, it had been summer fallowed the year before and~~ ^{We} double disced it and we seeded ~~it~~ ^{it}. All of it I guess ^{all} the 500 ~~acres,~~ ^{acres, and} ~~we~~ we got 14 bushels an acre, but it was terrible expensive. We paid \$.25 a bushel for threshing it and then we had to pay the owner of the land \$.25 a bushel, his share, so we paid \$.50 a bushel.

~~for threshing~~ before we got anything and then we paid \$.25 a bushel for t' haul it in about 25 miles, I think, it was. ^{That was} ~~Then~~ in 1918 ~~When~~ the war was on, you see.

~~BOB: Ya.~~

~~RUDOLPH: >~~ We got \$2.04 a bushel so we made a little money, ~~then.~~

~~BOB: Oh, ya.~~

~~RUDOLPH: >~~ But ~~then~~ if we'd o' got a big crop like we got after that, we'd o' made a lot o' money, but it seemed to me we had to pay somebody to shock too. It seemed to me that we paid \$9 or \$10 a day for people to shock so there was terrible lot of expense, but we got something left anyway. ~~ya~~

BOB: Were all those elevators honest with the farmers do you think? Were there elevators that tried to cheat the farmers any?

RUDOLPH: There wasn't any ^{that was} honest.

~~BOB: You surprise me with that one!~~

RUDOLPH: That's actually right.

~~BOB: Oh?~~

~~RUDOLPH: Ya. It was actually right.~~ But it's different now. It's different wit' all of 'em. There's plenty of 'em that's dishonest yet, but most of 'em ^{the farmers' elevators--} are honest because they found out it don't pay to be otherwise. ~~The line houses.~~ ^{farmers'} If they knew that a man was stealin', they wouldn't keep him. I'm quite sure that was it, but the line companies expected you to make your wages by stealing.)

~~BOB: Is that right?~~

~~RUDOLPH: >~~ They fixed up the scales so that they'd steal and they fixed up.... I had a little board on the side where I was testing and a certain percentage o' ^{loekage in} flax, why, it was reduced down to pounds ^{on this chart,} The more percentage it was, why, they'd increase the pounds considerable more than it should o' been and I didn't know it myself for two years! ~~edit~~ ^{I didn't} ~~is correct~~ beleive that the chart that was wrong.

~~BOB: Oh?~~

RUDOLPH: ~~And~~ The boss in the elevator ~~He~~ regualted the scale underneath

0
so they'd cheat. ~~It~~ And o' course, in the Farmers Elevator it's the agent himself or the manager himself ^{[who might cheat].} It wasn'tt the farmers. ~~It wasn'tt~~ ~~the farmers really.~~ They didn't want it, but they got so they knew they were cheated, too, you know.

BOB: ~~Oh?~~ Is that why do you think that the Farmers Elevator really got started--because farmers found out that the line elevators weren't being fair with 'em?

RUDOLPH: That's how they got started. Yes. Altogether I think. ~~Ya.~~

~~BOB: Ya.~~

~~RUDOLPH: And then o' course, so often...~~ At Ryder they must o' had ~~for many years.~~ They started, at least, in ¹⁹⁰⁴ probably earlier than that--the ^{farmers'} elevator. That's a long time ago now and during that time they must o' had at least five ~~men~~, if not more, elevator men that was no good,

~~BOB: Oh? Bad managers huh?~~

~~RUDOLPH: Ya~~ And that was the cause of the thing not goin' good. It was a saying that the co-op way of handling grain was ~~90 percent of them~~ getting grain, ^{the cause of} no, 10 percent of ~~them~~ getting grain, and the manager was 90 percent, and, I think, that's true.

~~BOB: Oh?~~

~~RUDOLPH: Ya, it is.~~ If it's a good manager of an elevator, he's probably the cause of getting 90 percent of the business.

BOB: Ya. Well, you were the manager of the Farmers Elevator there for a long time?

RUDOLPH: I was manager for 16 years,

~~BOB: Ya.~~

~~RUDOLPH: Ya.~~ ^{o'course,} ~~And,~~ went flat broke--lost the elevator and everything.

BOB: When was ^{it} ~~that then~~ that the elevator went broke? In the 30's?

RUDOLPH: In '39. ~~My.~~ That time that wheat was guaranteed at \$1.25 a bushel and it was \$1.30, the cash price, right there, and I handled 100,000 bushels in 10 days and shipped out 80 cars in 10 days, and I

advanced \$100,000. I give 'em a \$1 a bushel advance because everybody t'ought that the price was goin' t' go up, you know. The commission houses ^{thought} the same thing. Benson Quin never said a word t' me ^{about} drawin' out \$100,000 from ~~Benson Quin~~ ^{their} a commission company, to make those advances. And ~~then~~ ^{you know,} the first thing ^{it} started t' drop and it dropped down to \$.25 a bushel. Course, we lost the elevator ~~The elevator~~ and what little equity we had there, but ~~there~~ ^{that} wasn't very much because everybody wanted what little ~~money~~ they could get out of that equity, you know.

~~BOB: Ya.~~

RUDOLPH: ~~And they probably realized, I 'spose, that \$40,000 \$50,000 out o' that \$100,000 I 'spose. Not any more than that. I 'spose. And there was one person that had \$11,000 and he got to even owe me. From \$6 to \$7,000 he got to own' after they ^{cleaned} got to ~~cleaned~~ out the grain and he paid the government \$500 afterwards and over \$6,000 he kept and that was the way.~~ ^{The elevator probably got back,} About \$50,000 went out to the farmers that they never paid back again and nobody could collect it either because, you see, ~~it was the Farmers Union Elevator that~~ ^{the elevator had advanced it and then went broke.} ~~Farmers Union Grain Elevator, no, Farmers Union Elevator~~ ^{that was called then} ~~caused them.~~ They went broke so there was not'ing to collect from them so there was not'ing... ^{afterwards.} Nobody could collect it. There was a couple o' guys that sent in \$500. They was the only ones that ever sent in anything.

~~BOB: Oh?~~

~~RUDOLPH: Ya.~~

BOB: Was that the Farmers Union Elevator that you managed?

RUDOLPH: Ya.

BOB: ~~Oh. The Farmers Union Elevator. Ya.~~ Well, that started up again later, didn't it?

RUDOLPH: ~~Ya.~~ Yes. We bought it back from the Commodity Credit Corporation, I think, they called it that time.

~~BOB: Oh.~~

RUDOLPH: The government. I run the elevator there for a few years for the government afterwards.

~~BOB: Oh, I see.~~

RUDOLPH: But I bought it back for \$5,700.

~~BOB: Is that right!~~

RUDOLPH: I bought it back and went around and got people t' sign up that they would haul grain back to the elevator. and Everybody signed up except one, I think. ~~He~~ wouldn't sign up because I had advanced him money on quite a lot o' barley and he felt I should o' sold it, you know. ~~but~~ We asked him if he'd sell part of it, ~~and~~ ^{but} he wouldn't sell it and he didn't want t' sign up at all. ^But everybody else signed up to haul grain back. The first year when the grain started comin' back, why, ^{we} made more than that \$5,700.

BOB: ~~Yes~~ When did crops and prices start improving around Ryder?

Rudolph: Oh, ~~1939 and 1940~~, it was about 1939 and 1940.