

ROMANCE OF THE GRAIN GROWERS OF SASKATCHEWAN

with entirely by voluntary workers, with the gratifying result that when the first Grain Growers' Convention was held at Indian Head two months later, no less than thirty-eight locals were represented. The Association was placed on a permanent basis at this the first convention, and from that time to the present it has been an ever increasing power in the West.

At that time the farmers had no way to market their grain except through the elevators of capitalistic companies, whose one aim and purpose was to secure the grain for the smallest amount of money the farmer could be made to accept for it.

Farmers found it almost impossible to ship over the loading platform, and when doing so had still to pay tribute to the elevator companies. The railway companies were then in league with the elevator companies, and even after the organized farmers had secured the enactment of a law compelling them to give the farmers cars in their proper turn the railways disregarded the law, so that farmers were entirely at the mercy of the companies. No wonder then that many abuses were suffered by the farmers. In grade, weight, and price they had to accept what the elevators cared to offer, or keep their wheat. Those were the days of 30c and 40c wheat. It was not until the Association was formed and had taken legal action against Railway agents that it finally became apparent that the farmers were in earnest, and meant to show real fight.

From that time till now the fight has continued, always with at least a measure of success to the organized farmers; but few results of greater value have been attained than that of securing and retaining the car-distribution clause in the Canada Grain Act. This clause alone has been worth to every farmer selling grain during the past thirteen years at least ten cents per bushel on every bushel of wheat sold. In this one matter alone the Grain Growers'