As regards the grain business in 1910 the commissioners find that their elevator No. 1 handled over fourteen million bushels of grain of all kinds, but some disappointment is expressed at the comparative failure of the floating elevators which the commissioners purchased at considerable cost from the Montreal Grain Elevating Company. This failure is expected to be amply redeemed during the present season. The demand for more shed space became so imperative that it was decided that the two new steel and concrete sheds should be built on the Tarte pier, and work on these has already been commenced.

## Want Better Insurance Rates.

The matter of insurance rates is touched upon in a general way, and the commissioners state that they are endeavoring to get a betterment in the rates quoted by Lloyds for the St. Lawrence route, and would seem to have every hope of success.

The revenue of the port for 1910 exceeded that of 1909 by no less than \$107,055. The disbursements charged to capital account for the year were \$812,669, of which sum \$435,812 was for interest charges, and the loans on capital account amounted to \$1,300,000.

## Number and Tonnage of Vessels.

Dealing with the number and tonnage of all vessels arriving in the port for the year, the commissioners furnish some interesting tables. It would seem that while the number of ships entering the port was 39 in excess of that recorded for 1909, the tonnage of ships had increased over the previous year to no less an extent than 220,000 tons, thus showing that the work that has been done and the money that has been spent in the improvement of the ship channel is commencing to bear fruit. The revenue accruing from the vessels showed an increase of more than \$100,000 over the figures for 1909.

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