# J. Couglan and Sons Awarded Drydock Subsidy

### J. COUGHLAN & SONS AWARDED DRY DOCK SUBSIDY

The Dominion Government has granted the application of Messrs. J. Coughlan & Sons for the construction of a modern graving dock on Burrard Inlet, Vancouver Harbor, under the Drydock Subsidy Act.

The new dock will be thoroughly modern in every respect and will be a great boon to shipping interests on the British Columbia coast. It will fill a much-needed want and will place Vancouver in a position to compete with an equality as a shipping port with Seattle, Portland and San Francisco.

The dock will be 110 feet wide by 750 feet long, and able to handle the largest ships capable of passing through the Panama Canal. The cost will be $3,750,000. Work will be started very soon and it is expected that the construction of this great undertaking will help the unemployment situation.

The dock proposed is considerably larger than the standard dimensions of a second-class dock. An important consideration in granting the application was the fact that this dock can accommodate the biggest vessels on the Pacific coast plying between Vancouver and the Orient. The two largest—Empress of Russia and Empress of Asia—are 590 feet long and 66 feet wide. The width of the entrance to the proposed dock is the same as the width of the Panama Canal locks.

The subsidy on docks of the second class is 4½% on a maximum of $2,250,000 for a period of thirty-five years, or $112,500 annually. The subsidy on first-class docks is 4½% on a maximum of $5,500,000 for 35 years, or $247,500 annually. The Government, therefore, by deciding on the Coughlan application, saves an annual sum of $135,000, which represents at 5½% a capital investment of $3,254,000, and at the same time secures a dock for the port of Vancouver which is capable of taking care of any shipping on the Pacific.

The drydock and machine shops of the new plant will be located on the vacant property next adjoining P. Burns' abbatoir on the west, on Burrard Inlet. It has an approximate frontage of 400 feet, and a depth of 1,700 feet. Some time ago a gang of men was placed at work on the property and surface cleared it in anticipation of the development that will now be carried on. Temporary offices have also been erected.

The Coughlan Company's plans contemplate the construction of the drydock, a marine railway, and machine shops. The marine railway will take vessels weighing 3,500 tons. This means that ships larger than the 8,800 d.w. vessels built at the Coughlan yards can be docked on these ways. The railway will be ready in twelve to fifteen months. Most of the material required for the drydock will be obtained locally.

It is understood that approximately 500 men will be placed at work at first, and this will be increased to a maximum of 1,500. After the dock and railway and machine shops are completed—about two years after work commences—a permanent crew of from 1,500 to 2,000 men will be employed.

### BALANCE SHEET OF BRITISH COLUMBIA.

The balance sheet of the Province of British Columbia for the fiscal year ending March 31st, 1919, is presented on another page of this issue and exhibits a much better condition of affairs than the average business man is led to believe. This balance sheet together with current accounts for the same fiscal year we reviewed in our issue of February 21st to which we refer.

We commented favourably in that issue on the increasing revenues of the province, but the report of the Comptroller-General for the calendar year just closed exhibits an even more startling change in current revenues. The Comptroller-General's report covers only nine months of the calendar year, being from April 1st to December 31st, 1919. It is interesting to note that the full estimates of revenue for the fiscal year were $10,209,960, and the actual revenue received for the nine months of the calendar year total $10,609,454. With one quarter of the year to go on this basis there will be a very handsome balance of revenue over estimates.

Similarly the actual expenditures for the nine months of the fiscal year ending December 31st, 1919, indicate some decrease over the estimated expenditures for the fiscal year ending March 31st, 1920. Actual current expenditures chargeable to income total $7,906,406 for the nine months of the calendar year and the esimated expenditures for the twelve months ending March 31st, 1920, total $11,071,113. With capital expenditure chargeable to income, there has already been expended $1,341,006, with an estimated expenditure chargeable to income totalling $2,242,190.

Expenditures on capital account involve for account of Pacific Great Eastern Railway $1,789,000; Land Settlement Board, $785,433; Better Housing Act, $352,300; Trunk Roads and Bridges, $455,916; Soldiers' Land Act, 1918, $93,755; Conservation Fund, $100,000; and Industrial Development Fund, $50,000, making a total of actual capital expenditures for capital account for nine months of the fiscal year ending December 31st 1919, of $3,617,405.

### ANNUAL REPORT OF BRITISH COLUMBIA ELECTRIC.

We are in receipt of a copy of the 22nd annual report of the directors of the British Columbia Electric Railway Company, Limited, for the year ending June 30th, 1919, submitted to the ordinary general meeting of the shareholders held in London, England, on February 3rd, 1920.

The report is an interesting document of the financial condition of this important public utility and generally reports progress and increasing earnings over the war years.

Against revenue account there was charged off for the year ending June 30th, 1919, the sum of £154,727 for depreciation, sinking funds and renewals, and also £1,818 for capital and amortization fund. After making these deductions the ordinary net revenue from all sources amounted to £224,600. To this sum there has been brought into the revenue account £138,419, made up of profits on exchange in the remittance of earnings to head office and the recharging back to revenue account of contingency reserves set up in former years which the directors think is no longer required. With a balance brought forward of £6,085 the revenue available for distribution was £369,104. From this sum fixed charges, being interest on debentures and debenture stocks outstanding, amounted to £132,447. A 5% dividend on the cumulative perpetual preference stock consumed £72,000 and an interim dividend on the preferred ordinary stock took £36,000, leaving available for further distribution £128,657. The directors recommended at the annual meeting that a final dividend on the preferred ordinary stock of £36,000, making a total payment of 5% for the year. This dividend has been maintained throughout the war period, and there is in consequence no accumulation of back dividends on this class of stock to be paid before the deferred ordinary shareholders obtained some return on their holdings. In addition the Company recommended a dividend of 3% on the deferred ordinary shares which amounted to £43,200, and also recommended a bonus of the same amount to the same class of shareholders. This consumed £86,200, leaving to be carried forward an amount of £6,257. While