

MR. MANN TELLS OF PROJECT

Work Upon Island Section
Begin Within a Month
Contracts for Mainland S
tion Immediately

**TO EXPLOIT COAL
AND TIMBER HOLDING**

Vice President of Canadian
Northern Railway Arrives
City and Discusses Plans

Tenders for the Vancouver Island section of the Canadian Northern, extending from this city approximating 100 miles to a West Coast seaboard terminus on Barkley Sound and connected with the mainland by motor ferry operating from English Bluff, will be invited immediately on the completion of requisite



D. D. MANN
Vice-President of the Canadian Northern Railway, who arrived in the city last night.

The Vancouver Island railway interests of the company have been independent of the federal government since executive officials reporting to the heads of the road, and these officials are all at the company's headquarters in Victoria. Mr. Hughes is in charge as resident chief engineer of this section of the road, field making a careful reconnaissance of the proposed line, and suggesting alternative routes from this to the other end of the road. The report which will determine the exact route to be adopted, and which should be favorable, if this report is made, will be made by the line projected by the Victoria branch. It is found that the line of that company will be acquired at a considerable time-saving thus being obtained in the construction of the tunnel road building. The primary consideration kept constantly in mind is that the line should be one which shall be unqualified and complete in the best in grade, alignment, extension and all other requisite conditions, and may be completely adopted without the possibility of any subsequently discovered that it is not

Mainland Construction.

A contract for construction of a six-lane, one-way expressway for the Canadian Northern Railway between the east and west side of New Westminster bridge area is being let by the city. The contract includes tenders closing at the Toronto headquarters of the company on the 16th inst. The contract calls for a completion time of not more than 18 months, making allowance for the time occupied by the contractor in obtaining the necessary easements. The ground, will elapse before grading operations are actually in progress. The estimated cost of construction is \$1,250,000. The first termmost mainland section will be completed in 1930. The second section, opposite New Westminster, at Port Moody, will be completed in 1931. The estimated cost of the project is \$2,500,000. The estimated cost of the project is \$2,500,000. The estimated cost of the project is \$2,500,000.

Stewart Line

Employment is now available for five hundred workers who are wanted for construction work on the Port Moody and New Westminster section of the Canadian Short Line, detail plans for the

been filed with the provincial government, and with which Mr. Grant, the engineer in charge (and one of the grandest men in the province) is now ready to proceed. This line, approximately sixteen miles in length, is to extend from Stewart's back to the mouth of the river, serving all the proven mines of the district, many of which Mr. Mann is now associating now have under option and are expected to be developed, and of which the Mountain Boy, is the first to be put in operation. The nearest coal field, the most promising, is near the construction of the line, and Stewart will proceed at once so that these may be ready for the use of the rails and other material for the road. The material, which left Cape Breton steamer in April, and will arrive during early July. The rails are