

Valley. Beyond this it skirts the shore of the famed Baie de Chaleur and goes on through New Brunswick and Nova Scotia to the historic city of Halifax. Arms reach out here and there, having an aggregate length equal to that of the main line, and extending to the most important points in the Maritime Provinces. These lead to the cities of St. John, on the Bay of Fundy, to Fredericton, the New Brunswick capital, and to the Sydneys in that summer paradise, Cape Breton. Another railway traverses Prince Edward Island, the "Garden of the Gulf," and the two roads are owned and operated by the Government of Canada.

The following pages contain a brief description of some of the many places along the line of the Intercolonial which tourists make their objective points. Railway fares are quoted by various routes and a list of the principal hotels is also included.

It might here be mentioned that the equipment of the Intercolonial Railway is second to none on the continent and that its sleeping and dining cars have an enviable reputation for excellence of service. Every day in the week except Saturday, the year round, the Maritime Express leaves the Montreal Bonaventure Union Depot for Quebec, St. John, N.B., Halifax and the Sydneys, making connection for Prince Edward Island and Newfoundland. During the tourist season, the Maritime provinces are served by an additional train—the Ocean Limited—which leaves Montreal, daily except Saturday, and usually shortly after 7.00 in the evening. These are two of the principal expresses operated on the main line. For information regarding the running of these trains and of the complete service the railway's regular time table should be consulted, copy of which can be obtained from any agent and is also to be found in any of the leading hotels in the principal cities of Canada and the United States. Other publications issued by the railway of special interest to the sportsman are mentioned on another page.

I  
i  
d  
l  
t  
r  
o  
s