



# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 497 • NOVEMBER - DECEMBER • 2003



# The Montreal, Portland & Boston Railway and "The Hibbard Road"

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This article appeared in Volume No. 14 of the Journal of the Missisquoi Historical Society in 1974. It was provided by our member Mr. A.S. Walbridge, and is reprinted by special permission of the society. Their address is:

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In order to understand the complicated history of the Montreal, Portland and Boston Railway, background is necessary as to why the road was built, expanded and finally collapsed.

At this point in history, rail lines which existed were poorly organized and the need for amalgamation and construction of connecting lines was first seen and taken hold of by Lucius Huntington, who formed a life-long friendship and business association with Hon. Asa Belknap Foster of Waterloo, who had returned to the home of his birth after having had several years experience in the construction of railways in Massachusetts under the guidance of his uncle, Asa Belknap.

These two men, with the assistance and cooperation of some few other citizens of the Eastern Townships, are responsible for the opening up of the Eastern Townships. The Stanstead, Shefford and Chambly Railway and the South Eastern Railway were both promoted and built by Col. the Hon. A. B. Foster.

The South Eastern, although it absorbed a number of smaller roads, never became a large railway in itself, but its history is of considerable interest as it has always been an important link between Montreal and the New England States and also because its history covers a period when several of the railroad systems in New England were expanding in a north-westerly direction in an effort to secure control of the "Lakes to Boston" and the "Canada" traffic. Many of the events in the history of the South Eastern were due to this rivalry in the New England States.

Several roads became international routes at an early date and continued to be used, while others were projected and built but, because of financial troubles or the enmity of established rivals, they withered and died. The first of these 'Gateway' roads between Montreal and the New England states was the Central Vermont Railroad which, in 1851, connected with Canada's pioneer railway, the Champlain and St-Lawrence Railroad, at Rouse's Point. Later rivals found the Central Vermont a bitter antagonist. The Rutland and Burlington Railroad followed a year later, connecting with the Plattsburgh and Montreal Railroad and its jointly-operated but Canadian-owned extension, the Montreal and New York Railway; this route depended on the boats of the Champlain

Transportation Company to bridge the gap between Burlington and Plattsburgh. In Canada, the Champlain and St. Lawrence hated its rival, the Montreal and New York, far more than the Central Vermont did the Rutland and most of the troubles experienced by this route were due to this enmity. Finally, in 1870, the Central Vermont leased the Rutland. The Grand Trunk Railway line from Montreal to Portland, with steamboat connections to Boston, was the third international route in this area, and, as the G.T.R. controlled most of the railway traffic in Canada for many years, it naturally kept most of the international traffic for its own line, until many years later it acquired a controlling interest in the Central Vermont. The Fourth 'Gateway' line was the Connecticut and Passumpsic Rivers Railroad which, after its proposed Canadian connection, the Stanstead, Shefford and Chambly Railway, was bought by the Central Vermont, finally succeeded, with the cooperation of the South Eastern Railway, in opening a through line to Montreal in 1873. The only other gateway was the Portland and Ogdensburgh scheme and its Canadian extension, the Montreal, Portland and Boston Railway.

The M. P. & B. rail line extended from St. Lambert through Chambly, Marieville, Farnham, and Frelighsburg to Sheldon Junction, Vermont, and included a short branch from Marieville to St. Cesaire.

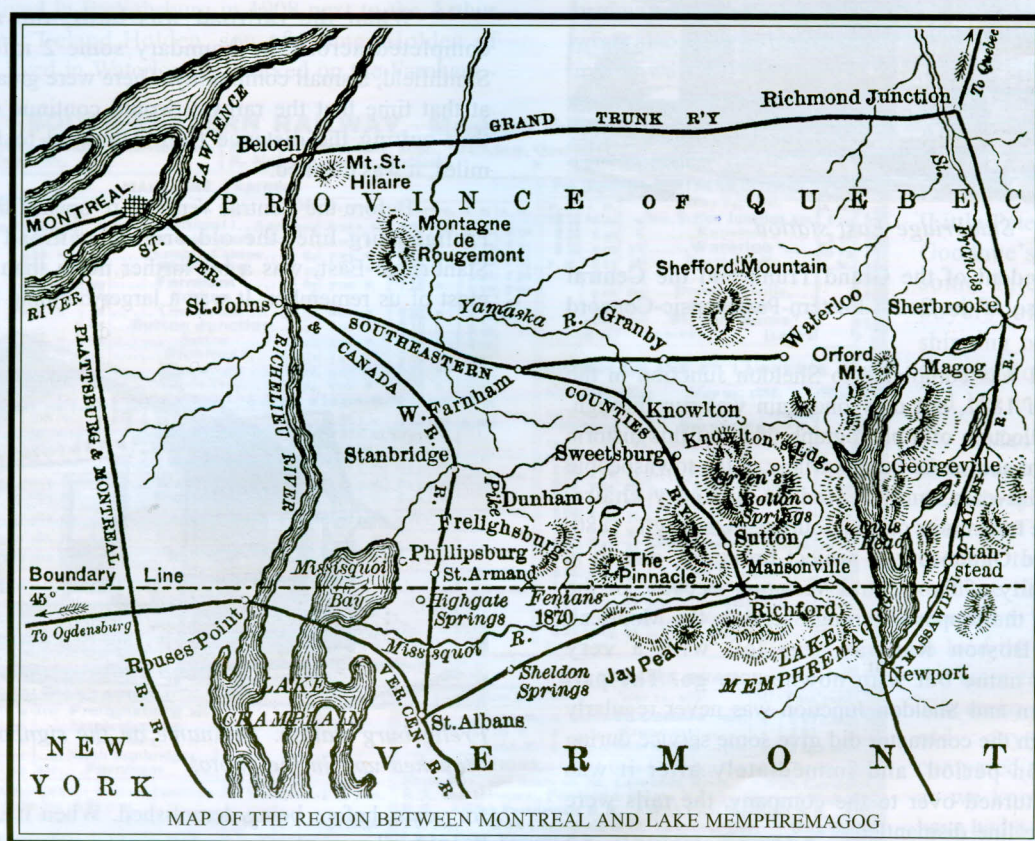
Farnham West, as it was known in the early 1850's, was already a railroad centre of importance due to, first, the Stanstead, Shefford and Chambly lines serving St. John's, Farnham, Granby, West Shefford, Waterloo and Frost Village, and the South Eastern railway at Farnham, Brigham, Cowansville, West Brome, Sutton, Richford, Vt., North Troy and Newport, thus connecting with the Connecticut and Passumpsic Rivers Railroad running south to White River Junction.

The Montreal, Portland and Boston Railway originated in 1866 when the Missisquoi Junction Railway was chartered to build a line from Farnham to the boundary, near Franklin, Vt., and in 1871 when the Montreal, Chambly and Sorel Railway was chartered to build a line from Montreal to Sorel, by way of Chambly, and a branch from Chambly to the boundary, near Swanton, Vt.; the latter company built from St. Lambert to Chambly and the line was opened on September 25, 1873.





This map of the Eastern Townships appeared in "Tackabury's Atlas of the Dominion of Canada" in 1877.

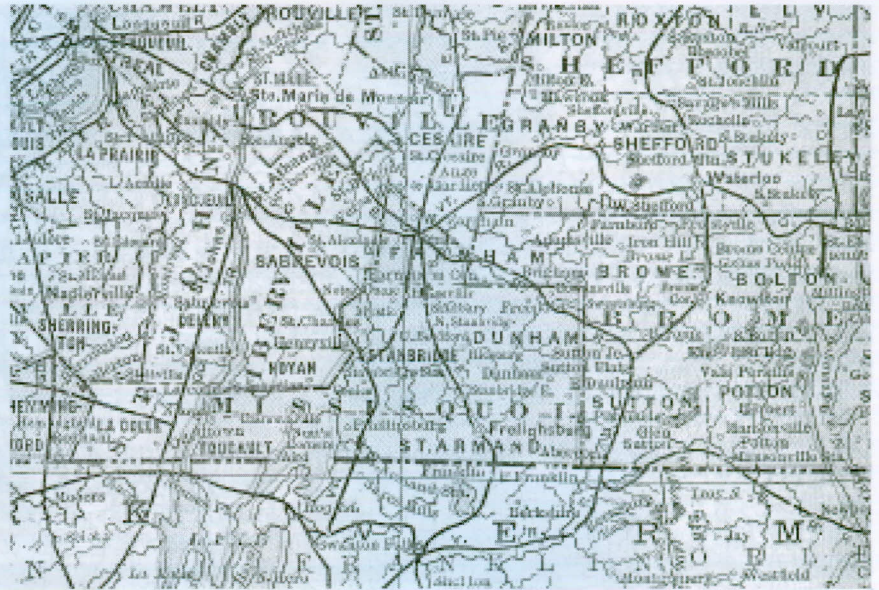


A map which appeared in Harper's Magazine in August 1874, as part of an article entitled "On the Boundary Line". The map was somewhat out of date by 1874, since the line to Chambly had been completed the year before. Collection of Fred Angus



In the meantime, a large and promising system of railway lines had been projected in the United States to extend from Portland, Maine, to Ogdensburgh, N. Y., at the foot of Lake Ontario navigation, with connections to Boston over the Eastern Railroad, from North Conway and Portland. The promoters of the Montreal, Chambly and Sorel and the Missisquoi Junction Railways decided to connect with the Portland and Ogdensburgh Railroad. In 1873, a new charter was obtained and the two companies amalgamated as the Montreal, Portland and Boston Railway.

The manager and principal promoter was Ashley Hibbard, of Frelighsburg, and for years the railway was known locally as the Hibbard Road. Construction of the line from Chambly, through Marieville, Farnham, Stone, Stanbridge East, Frelighsburg, to Sheldon Junction, Vt., was soon started and it was expected that this would form part of a through line from Montreal to Portland and



*By 1888 the railway network had expanded considerably as we see from this map from the "Home Knowledge Atlas" published that year.*



*Stanbridge East station*

Boston, independent of the Grand Trunk and the Central Vermont, and also of the South Eastern-Passumpsic-Concord line to Boston.

The road was completed to Sheldon Junction in the early summer of 1881, but only one train was run through. (There is a recollection of a photograph taken of this historic one run to a point across the border. Many of the townspeople boarded two flat-cars, and, seated on ordinary chairs, accompanied the train on its official journey.) On July 1, 1880, the Portland and Ogdensburgh project broke up, due, it is said, to the enmity of the Central Vermont. Because of the abandonment of the proposed through service, the Montreal, Portland and Boston Railway was left with a very comprehensive name but with nowhere to go. The part between Farnham and Sheldon Junction was never regularly operated although the contractor did give some service during the construction period, and immediately after it was completed and turned over to the company, the rails were removed and the line dismantled.

The Canadian Pacific Railway, now operating the South Eastern, abandoned the Montreal, Portland and Boston

in 1891 and it was then taken over by the Central Vermont and operated as part of the Waterloo branch. In 1898 the Central Vermont bought the road at a foreclosure sale and then reorganized it as the Montreal and Province Line Railway; in 1901, rail was again laid down between Farnham and Frelighsburg.

When the railroad was built, the roadbed was completed across the boundary some 2 miles, as far as Smithfield, a small community. There were great expectations at that time that the railway would continue on to Boston, thus cutting the distance from Montreal to Boston by 45 miles, it was claimed.

Before the Central Vermont re-opened the Farnham to Frelighsburg line, the old original railroad station, near Stanbridge East, was a bit farther north than the later one most of us remember. It was a larger building and unpainted



*Frelighsburg station. The name on the signboard had been "touched up" in the photo!*

for years, before being demolished. When it was closed up, the old railway tickets were left and boys from the village had fun going in and getting those tickets and playing train. Someone no doubt had forced a window open.



School children used to put coppers and the big 2 cent pieces [actually British pennies which were then in circulation in Canada] on the rail and let the train run over them to flatten them out. Any boy who could afford a silver coin had a treasured pocket piece and was the envy of the less fortunate ones. Six inch spikes were put on the rail to be flattened and did no harm as they were quite soft, but then someone put 1 inch iron nuts on, which wouldn't flatten; a stop was put to that practice by the railroad Station Agent and Section Boss. Schedule was two trains a day, one to Farnham in the morning and back to Frelighsburg at evening, always mixed trains consisting of one combination baggage and passenger car, and two to five freight cars. It was a rare occasion to see a nine or ten car train.

Arthur Taylor, father of Sidney and Hobart, was a Conductor on these trains. They lived in Frelighsburg in the building now remembered as the Hector Fontaine Store. Archie Harvey's name comes to mind; he was a Brakeman. Other names recalled in conjunction with the Central Vermont trains in this area are Will Martin, Lillian and Glena's father, who was a Conductor; Howard Shepard, Engineer; Tommy Lyndon, Engineer; he was a St. John's man but worked thru this line; Gardner Kendall, Engineer; he was from a Waterloo family, they lived in Frelighsburg in 1908 next to the Arthur Shepard home; Leland Holden, son of Homer Holden of Frelighsburg, lived in Waterloo but worked on the Farnham -

## MONTREAL, PORTLAND & BOSTON

Ashley Hibbard, Manager, Frelighsburg, P. Q.

		Oct. 8, 1883.			
Mondays only.	A. M.	A. M.		Lve.	Arr. P. M.
	6 00	8 00	0	FRELIGHSB'G	621 8 00
	6 20	8 20	6	Stanbridge	E.500 7 30
	6 25	8 25	7	Riceburg	....200 7 25
	6 30	8 30	10	N. Stanb'dge	250 7 20
	7 09	9 00	18	W. Farnham	1600 7 00
	8 45	10 45	57	MONTREAL	140862 *4 54
A. M. A. M.				Arr.	Lve. P. M.

A Montreal, Portland & Boston timetable for October 8, 1883. This appeared in "Rand McNally's Official Railway Guide" for July 1884, showing that the schedule had not changed for nine months. Collection of Fred Angus

Frelighsburg line for years; he was a Mail Clerk. Kenneth Jacobs now [1974] of St. Albans, Vt., was fireman for Carl Benham, another Engineer. He also recalls a Rufus Shepard, Engineer at this time. Ronnie Graves was a Conductor. Bert Campbell was a trainman; he lived in Frelighsburg, at the top of the Whitney Hill but I believe he worked out of Farnham.

Tuesday was livestock day, and a special train, usually the engine and caboose, was sent to pick up three or four cars of cattle and pigs at Frelighsburg and Stanbridge East to go to the Montreal market. The next picture shows fanners bringing their stock by sleds in the wintertime; however, there were also drives. Cattle came along the road from several miles away and were herded by a drover. Mr. Drew from East

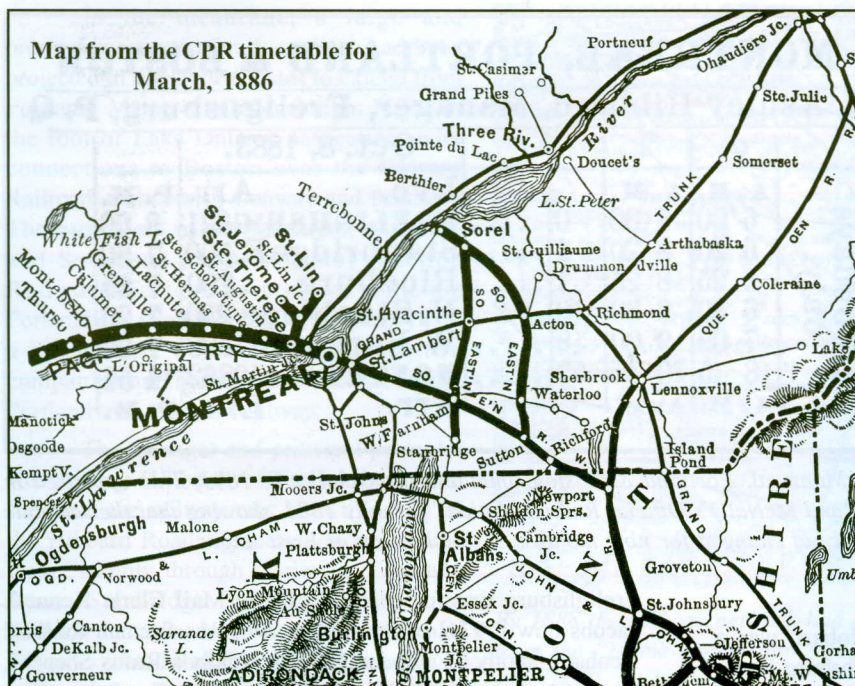
Dunham was such a man.

Another local cattle buyer in these early days was Peter Goodhue, known as 'Little Pete'. He was Rollie Goodhue's grandfather. In some later times, local buyers of livestock for shipping on the rails were George Roberts of Granby, and Jim and John Harvey.

Many old farmers and farm boys will recall using the railway for shipping their cream. The cream was brought to the station two or three times a week and one had to get up very early to load the cream and drive the team to meet the train. The cream cans used in the old days were huge compared to the 8 gal. can as we know it; they must have had a capacity of thirty or forty gallons. From here, the cream went to Montreal, to Elmhurst Dairy, and

SOUTH-EASTERN RAILWAY.—Montreal & Boston Air-Line.																
T. A. MACKINNON, Gen. Manager, Montreal, Que.			H. MACDONALD, Asst. Supt., Farnham, Que.			A. E. LALANDE, Trav. Exp. Agt., Montreal										
A. B. CHAFFEE, Treasurer,			R. McLEOD, Master Mechanic,			PHIL. O. RYAN, Auditor,										
MAIN LINE TRAINS.																
May 24, 1886.																
P. M.	Express	Express	Mi.	May 24, 1886.	Mi.	Express	Express	A. M.	A. M.							
12 00	10 30	10 00	0	Montreal	104	8 55	8 30	10 40	8 30							
12 05	10 35	10 05	10	St. Lambert	104	8 55	8 30	10 40	8 30							
12 10	10 40	10 10	20	Chamby	104	8 55	8 30	10 40	8 30							
12 15	10 45	10 15	30	Marquette	104	8 55	8 30	10 40	8 30							
12 20	10 50	10 20	40	Farnham	104	8 55	8 30	10 40	8 30							
12 25	10 55	10 25	50	Brigham	104	8 55	8 30	10 40	8 30							
12 30	11 00	10 30	60	Cowansville	104	8 55	8 30	10 40	8 30							
12 35	11 05	10 35	70	Sutton Junction	104	8 55	8 30	10 40	8 30							
12 40	11 10	10 40	80	Sutton	104	8 55	8 30	10 40	8 30							
12 45	11 15	10 45	90	Richford	104	8 55	8 30	10 40	8 30							
12 50	11 20	10 50	100	Mansville	104	8 55	8 30	10 40	8 30							
12 55	11 25	10 55	110	North Troy	104	8 55	8 30	10 40	8 30							
1 00	11 30	11 00	120	Newport	104	8 55	8 30	10 40	8 30							
1 05	11 35	11 05	130	Plymouth	104	8 55	8 30	10 40	8 30							
1 10	11 40	11 10	140	Concord	104	8 55	8 30	10 40	8 30							
1 15	11 45	11 15	150	Manchester	104	8 55	8 30	10 40	8 30							
1 20	11 50	11 20	160	Rushwa	104	8 55	8 30	10 40	8 30							
1 25	11 55	11 25	170	Worcester	104	8 55	8 30	10 40	8 30							
1 30	12 00	11 30	180	Providence	104	8 55	8 30	10 40	8 30							
1 35	12 05	11 35	190	Lowell	104	8 55	8 30	10 40	8 30							
1 40	12 10	11 40	200	Fall River	104	8 55	8 30	10 40	8 30							
1 45	12 15	11 45	210	Boston	104	8 55	8 30	10 40	8 30							
1 50	12 20	11 50	220	New York	104	8 55	8 30	10 40	8 30							
1 55	12 25	11 55	230	Springfield	104	8 55	8 30	10 40	8 30							
2 00	12 30	12 00	240	Hartford	104	8 55	8 30	10 40	8 30							
2 05	12 35	12 05	250	New Haven	104	8 55	8 30	10 40	8 30							
2 10	12 40	12 10	260	New York	104	8 55	8 30	10 40	8 30							
2 15	12 45	12 15	270		104	8 55	8 30	10 40	8 30							
2 20	12 50	12 20	280		104	8 55	8 30	10 40	8 30							
2 25	12 55	12 25	290		104	8 55	8 30	10 40	8 30							
2 30	1 00	12 30	300		104	8 55	8 30	10 40	8 30							
2 35	1 05	12 35	310		104	8 55	8 30	10 40	8 30							
2 40	1 10	12 40	320		104	8 55	8 30	10 40	8 30							
2 45	1 15	12 45	330		104	8 55	8 30	10 40	8 30							
2 50	1 20	12 50	340		104	8 55	8 30	10 40	8 30							
2 55	1 25	12 55	350		104	8 55	8 30	10 40	8 30							
3 00	1 30	1 00	360		104	8 55	8 30	10 40	8 30							
3 05	1 35	1 05	370		104	8 55	8 30	10 40	8 30							
3 10	1 40	1 10	380		104	8 55	8 30	10 40	8 30							
3 15	1 45	1 15	390		104	8 55	8 30	10 40	8 30							
3 20	1 50	1 20	400		104	8 55	8 30	10 40	8 30							
3 25	1 55	1 25	410		104	8 55	8 30	10 40	8 30							
3 30	2 00	1 30	420		104	8 55	8 30	10 40	8 30							
3 35	2 05	1 35	430		104	8 55	8 30	10 40	8 30							
3 40	2 10	1 40	440		104	8 55	8 30	10 40	8 30							
3 45	2 15	1 45	450		104	8 55	8 30	10 40	8 30							
3 50	2 20	1 50	460		104	8 55	8 30	10 40	8 30							
3 55	2 25	1 55	470		104	8 55	8 30	10 40	8 30							
4 00	2 30	2 00	480		104	8 55	8 30	10 40	8 30							
4 05	2 35	2 05	490		104	8 55	8 30	10 40	8 30							
4 10	2 40	2 10	500		104	8 55	8 30	10 40	8 30							
4 15	2 45	2 15	510		104	8 55	8 30	10 40	8 30							
4 20	2 50	2 20	520		104	8 55	8 30	10 40	8 30							
4 25	2 55	2 25	530		104	8 55	8 30	10 40	8 30							
4 30	3 00	2 30	540		104	8 55	8 30	10 40	8 30							
4 35	3 05	2 35	550		104	8 55	8 30	10 40	8 30							
4 40	3 10	2 40	560		104	8 55	8 30	10 40	8 30							
4 45	3 15	2 45	570		104	8 55	8 30	10 40	8 30							
4 50	3 20	2 50	580		104	8 55	8 30	10 40	8 30							
4 55	3 25	2 55	590		104	8 55	8 30	10 40	8 30							
5 00	3 30	3 00	600		104	8 55	8 30	10 40	8 30							
5 05	3 35	3 05	610		104	8 55	8 30	10 40	8 30							
5 10	3 40	3 10	620		104	8 55	8 30	10 40	8 30							
5 15	3 45	3 15	630		104	8 55	8 30	10 40	8 30							
5 20	3 50	3 20	640		104	8 55	8 30	10 40	8 30							
5 25	3 55	3 25	650		104	8 55	8 30	10 40	8 30							
5 30	4 00	3 30	660		104	8 55	8 30	10 40	8 30							
5 35	4 05	3 35	670		104	8 55	8 30	10 40	8 30							
5 40	4 10	3 40	680		104	8 55	8 30	10 40	8 30							
5 45	4 15	3 45	690		104	8 55	8 30	10 40	8 30							
5 50	4 20	3 50	700		104	8 55	8 30	10 40	8 30							
5 55	4 25	3 55	710		104	8 55	8 30	10 40	8 30							
6 00	4 30	4 00	720		104	8 55	8 30	10 40	8 30							
6 05	4 35	4 05	730		104	8 55	8 30	10 40	8 30							
6 10	4 40	4 10	740		104	8 55	8 30	10 40	8 30							
6 15	4 45	4 15	750		104	8 55	8 30	10 40	8 30							
6 20	4 50	4 20	760		104	8 55	8 30	10 40	8 30							
6 25	4 55	4 25	770		104	8 55	8 30	10 40	8 30							
6 30	5 00	4 30	780		104	8 55	8 30	10 40	8 30							
6 35	5 05	4 35	790		104	8 55	8 30	10 40	8 30							
6 40	5 10	4 40	800		104	8 55	8 30	10 40	8 30							
6 45	5 15	4 45	810		104	8 55	8 30	10 40	8 30							
6 50	5 20	4 50	820		104	8 55	8 30	10 40	8 30							
6 55	5 25	4 55	830		104	8 55	8 30	10 40	8 30							
7 00	5 30	5 00	840		104	8 55	8 30	10 40	8 30							
7 05	5 35	5 05	850		104	8 55	8 30	10 40	8 30							
7 10	5 40	5 10	860		104	8 55	8 30	10 40	8 30							
7 15	5 45	5 15	870		104	8 55	8 30	10 40	8 30							
7 20	5 50	5 20	880		104	8 55	8 30	10 40	8 30							
7 25	5 55	5 25	890		104	8 55	8 30	10 40	8 30							
7 30	6 00	5 30	900		104	8 55	8 30	10 40	8 30							
7 35	6 05	5 35	910		104	8 55	8 30	10 40	8 30							
7 40	6 10	5 40	920		104	8 55	8 30	10 40	8 30							
7 45	6 15	5 45	930		104	8 55	8 30	10 40	8 30							
7 50	6 20	5 50	940		104	8 55	8 30	10 40	8 30							
7 55	6 25	5 55	950		104	8 55	8 30	10 40	8 30							
8 00	6 30	6 00	960		104	8 55	8 30	10 40	8 30							
8 05	6 35	6 05	970		104	8 55	8 30	10 40	8 30							
8 10	6 40	6 10	980		104	8 55	8 30	10 40	8 30							
8 15	6 45	6 15	990		104	8 55	8 30	10 40	8 30							
8 20	6 50	6 20	1000		104	8 55	8 30	10 40	8 30							
8 25	6 55	6 25	1010		104	8 55	8 30	10 40	8 30							
8 30	7 00	6 30	1020		104	8 55	8 30	10 40	8 30							
8 35	7 05	6 35	1030		104	8 55	8 30	10 40	8 30							
8 40	7 10	6 40	1040		104	8 55	8 30	10 40	8 30							
8 45	7 15	6 45	1050		104	8 55	8 30	10 40	8 30							
8 50	7 20	6 50	1060		104	8 55	8 30	10 40	8 30							
8 55	7 25	6 55														





although there were creameries in most localities, Frelighsburg and Stanbridge East being no exceptions, many farmers preferred sending their cream elsewhere because of the higher price paid.

Bill Sager was almost a household word in Frelighsburg; he drew freight and mail for as long as anyone can remember. Ed and Leland Goyette were section foremen or switchers. The Station Agent in Frelighsburg for many years, until the line was again dismantled, was Mr. Henri St-Marie. He boarded with the Paul Ouellette family just across the road from the Station House. When the railroad finally closed, he bought the station building and spent all his daytime hours there. Previous to Mr. St-Marie, Billy Heatherington was Station Agent. Leslie (Harmie) Cleveland also served his apprenticeship in Frelighsburg.

Perhaps the only time the Farnham - Frelighsburg line was profitable was during the war years of 1914-18 when there was a huge demand for leather. The Lavoies at Stone developed a large business in hides and Dunn's Tannery at Puddledock was exceedingly busy after being taken over by Montreal interests. The tannery manager during the war was Corrigan who lived on the opposite side of the river from the present Museum until he built a house near the plant.

A gala event took place once a year when the railroad officials made their annual inspection of the line in Gov. Smith's private car; this, by the way, is now on exhibit at the Shelburne Museum near Burlington, Vt. This car was hauled by what was known as the St. Lawrence engine, a gaudily brass-trimmed engine which had a particularly sweet sounding whistle of an entirely different tone than that of the regular ones. This always came in the fall and sometimes the school teachers would let the school out so the scholars could go to the tracks and watch the train go by. They could hear this whistle when the train reached the railroad crossing at Riceburg; thus they had time to get to see it.

In the old days, it was quite common, especially in spring of the year, for our train to run off the track, particularly on the first curve about a mile south of the village, the main contributor to the disaster being an engineer by the name of Jarest who was seldom sober by the time the train reached Stanbridge East. A local man, Jeff Moore, was caretaker of the engine at night and always boarded it here at the station. One night the engineer was incapable of driving the engine to Frelighsburg so that the conductor gave Mr. Moore permission to take over. As he always rode in the cab with the engineer, he had learned to drive. Also when he reached Frelighsburg, he often drove the engine into the roundhouse where he was in charge of it overnight, keeping it steamed up, greasing it and seeing that it was ready for the morning run. In spite of the weight of the engine, it was turned by hand on the turntable, in the olden days. Mr. Moore often told how scared he was on some trips, as Jarest was a sort of cowboy who liked to open the throttle and see how much speed he could get out of old "39", an engine that was used for years on this run.

The railroad station was a favourite meeting place for men and boys waiting for the train in the evening to bring the mail. It was often late, especially in winter and on occasions was a day or two late when the Gilmour Cut and the Derocher Cut below the village would drift so full that the snowplough could not get through. Men were then hired to shovel it out by hand for about double the prevailing hourly wage of 50 cents an hour. It was quite a sight to see forty or fifty men shovelling snow.

On November 1st, 1923, the line was leased to the Canadian National Railways. It was probably one of the most involved examples of ownership and control; the road was owned by the Central Vermont but leased to the Canadian National, which owned the Central Vermont; the C.N.R. leased it to the Montreal and Southern Counties Railway, which also was owned by the C.N.R.

Train service was curtailed at some point during the late 1920's with only one freight coming in per week. Business was falling off very heavily for the railroad in this area for a number of reasons; perhaps the most damaging was the increasing use of truck service and quick, door to door deliveries. The weekly freight train continued for quite some time but eventually had to cease operation altogether in the mid 1930's.

A large portion of the roadbed between Hunter's Mills and Frelighsburg was smoothed out when Premier Adelard Godbout straightened a long portion of the Pike River which passed through his meadowland. The old roadbed to the Vermont border crossed the Pike River by the Grist Mill in Frelighsburg with a big trestle across to the side of the Spencer House, now the home of the Gosselin family. It continued in a southeasterly direction over the present day ball-ground, crossing the road again near the old blacksmith and



woodworking shop on the other side of the village. Continuing out of town, it followed the lower side of the road along the river toward the U.S. border. If one looks carefully, there are still parts of the roadbed around. Perhaps it can be truthfully said that the very old portions which went to the States when the first rails were laid and whose usefulness did not even reach the year 1900, are more intact and visible today than the more used roadbed from Frelighsburg and Stanbridge East. To the observant motorist, there is still a portion of the old railroad bed at Sheldon Junction.



*ABOVE AND LEFT: The end of Frelighsburg station. On June 21, 1964 your editor was travelling with the late Omer Lavallée, en route to Vermont. They stopped at Frelighsburg to see if anything was left of the old station. The visit was just in time, for the station was in the process of being demolished! As can be seen, the structure was almost devoid of paint, having been abandoned almost a quarter century before. The station nameboard had been removed, and preserved by the C.R.H.A., about 1940 when the line was closed.*

*Both photos by Fred Angus*

It will be of interest to people of Missisquoi County to recall the secret meeting of Heads of Government at the Quebec City Conference held during the second World War. All local train operators and officials in this locality were advised of a special alert and it was only the next day we learned that during the night, a special train had gone through taking Prime Minister Winston Churchill and President Franklin Roosevelt to their historic meeting at Quebec City. Because of the fear of possible sabotage in wartime, the larger rail lines had been rejected in favor of the smaller and less travelled routes.

Mrs. Sherman Young

(Main references for the Montreal, Portland & Boston Railroad came from the W. E. Foster papers at Bishop's University library and a letter from Richard D. Foster to Mrs. Ruby Moore; recollections of Mrs. Myrtle Tait, Kenneth Tree and Walter Shepard were invaluable to this article.)



*The nameboard from Frelighsburg station as it appears today, hanging from the roof beams of the new Exporail building at the Canadian Railway Museum. Photo by Steve Walbridge*