The Stations that McAdam Built, 1858-1900

Living here all my life, it came as a surprize to discover that McAdam had several Stations. I always knew of two; the stone CPR station and an older one that is now a residence on Granite St.. This story is one of a series on McAdam I hope will be of interest to all who read them .

At the peak of the railway boom in the 19th century, New Brunswick had more miles of railway per capita than most places on Earth. The railway companies were in a race to monopolize land travel and governments supported them to win votes. Every settlement and town in our province wanted a rail connection to the outside world and McAdam was at the centre of this exciting time in New Brunswick .

The first railroad company in N.B. was called the "St. Andrews and Quebec Railway ". This company was formed by St. Andrews businessmen in 1835, with a proposal to build a 200 mile railroad running from St. Andrews to Quebec City. The selling point, an ice free winter port for shipping goods from the central Canada to overseas markets .

Photo #1
McAdam's(N.B. Canadain R.R.) First Station, photograph from 1887.
(location , near the old Coal shed)
This station also functioned as a hotel, restaurant and later as offices for the Mechanical Superintendent .

The “St. Andrews and Quebec Railway “ reached Wookstock in the 1860s and was reorganized into the “New Brunswick and Canadian Railway”. The first mention of a railway station in McAdam can be found in the Sept. 1, 1858 St. Croix Courier. The article advertises an excursion train to “McAdam Brook Station, 12 miles above Barber Dam “. This station may have been located at McAdam Brook (2 miles north of McAdam) if the milage quoted in newspaper is accurate. If this station did exist I have no picture or knowledge of its location.

A stream called McAdam Brook was a watering place for the early steam engines. Was McAdam Brook the location of our first station or is this newspaper article referring to the station shown in photo #1 which was in our village .

McAdam was called City Camp until 1870 when the name was changed to McAdam . Likewise was McAdam Brook Station the original name of our village in 1858 before City Camp came into use ? These are questions for further investigation and discussion .

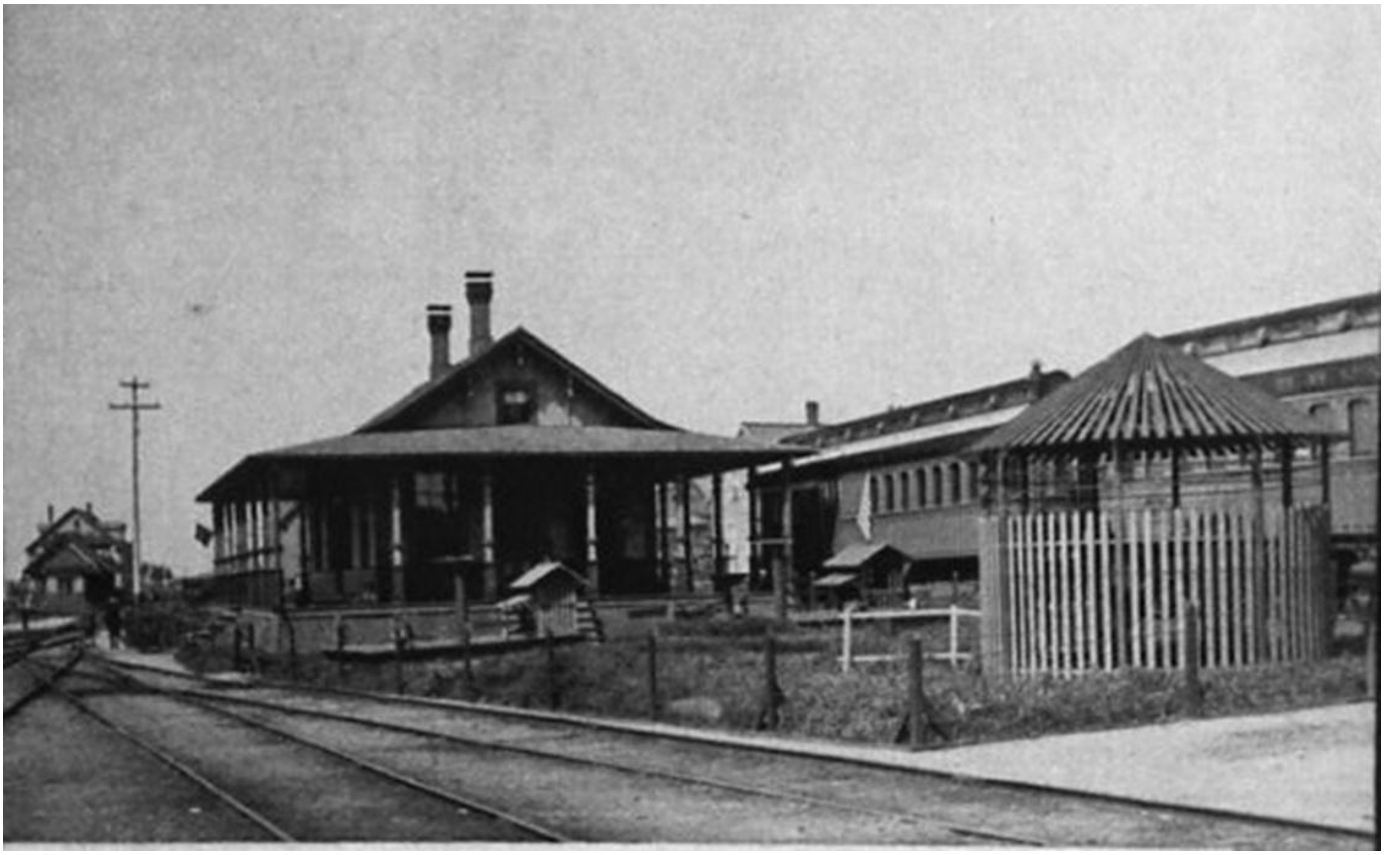
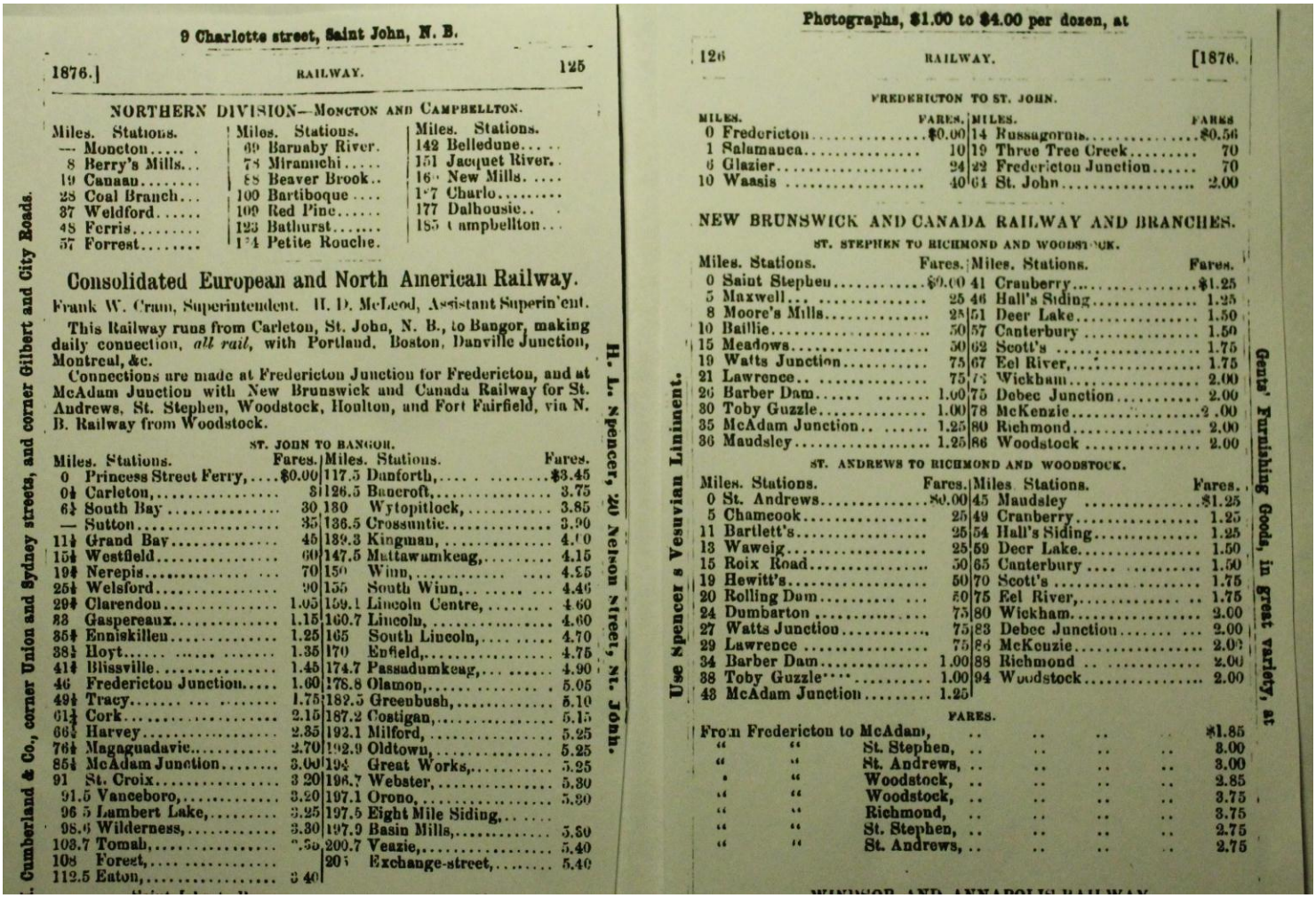


Photo #2

In front is the N.B. Canadian Station (1st Station).(view looking north) 1887
(The location near old coal shed .)

In the background to the left is the European N.A. Station(2nd Station) and Junction House .
(The location near the tunnel between the tracks)

Another railroad plan developed in Portland Maine in 1850 proposed a railway from Eastern N.B. to the U.S.A. and Montreal. This plan was put forth as the fastest route from Europe to the cities of Eastern North America. On Dec 1, 1869 part of this line was completed from St. John to St. Croix ,named the" Western Extension" . Soon reports of another McAdam Railway Station, with an associated Hotel and Restaurant(called the" Junction House") appeared in local papers. The European and North American Station burned down in June 1876 and was rebuilt in the same location, only to burn down again in April 1904. A large picture of the European N.A. Station and Junction House does not seem to exist. This second station appears in the background in photo #2 .



9 Charlotte street, Saint John, N. B.

1876.] RAILWAY. 125

NORTHERN DIVISION—MONCTON AND CAMPBELLTON.

Miles.	Stations.	Miles.	Stations.	Miles.	Stations.
—	Moncton	69	Barnaby River.	142	Belledune
8	Berry's Mills	78	Miramichi	151	Jacquet River.
19	Canaan	88	Beaver Brook	160	New Mills.
28	Coal Branch	100	Bartiboque	167	Charlo
37	Weldford	109	Red Pine	177	Dalhousie
48	Ferris	123	Bathurst	185	Campbellton
57	Forrest	134	Petite Rouche.		

Consolidated European and North American Railway.

Frank W. Cram, Superintendent. H. D. McLeod, Assistant Superintendent.

This Railway runs from Carleton, St. John, N. B., to Bangor, making daily connection, *all rail*, with Portland, Boston, Danville Junction, Montreal, &c.

Connections are made at Fredericton Junction for Fredericton, and at McAdam Junction with New Brunswick and Canada Railway for St. Andrews, St. Stephen, Woodstock, Houlton, and Fort Fairfield, via N. B. Railway from Woodstock.

ST. JOHN TO BANGOR.

Miles.	Stations.	Fares.	Miles.	Stations.	Fares.
0	Princess Street Ferry,	$0.00	117.5	Danforth,	$3.45
0½	Carleton,	8	126.5	Bancroft,	3.75
6½	South Bay	30	130	Wytopitlock,	3.85
—	Sutton	35	136.5	Crossuntic	3.90
11½	Grand Bay	45	139.3	Kingman,	4.10
15½	Westfield	60	147.5	Mattawamkeag,	4.15
19¾	Nerepis	70	150	Winn,	4.25
25½	Welsford	90	155	South Winn,	4.40
29¾	Clarendon	1.05	159.1	Lincoln Centre,	4.60
33	Gaspereaux	1.15	160.7	Lincoln,	4.60
35¾	Enniskillen	1.25	165	South Lincoln,	4.70
38½	Hoyt	1.35	170	Enfield,	4.75
41¼	Blissville	1.45	174.7	Passadumkeag,	4.90
46	Fredericton Junction	1.60	178.8	Olamon,	5.05
49½	Tracy	1.75	182.5	Greenbush,	5.10
61½	Cork	2.15	187.2	Costigan,	5.15
66¾	Harvey	2.35	192.1	Milford,	5.25
76½	Magaguadavic	2.70	192.9	Oldtown,	5.25
85¼	McAdam Junction	3.00	194	Great Works,	5.25
91	St. Croix	3 20	196.7	Webster,	5.30
91.5	Vanceboro,	3.20	197.1	Orono,	5.30
96 5	Lambert Lake,	3.25	197.5	Eight Mile Siding,	
98.6	Wilderness,	3.30	197.9	Basin Mills,	5.30
103.7	Tomah,	3.50	200.7	Veazie,	5.40
108	Forest,		205	Exchange-street,	5.40
112.5	Eaton,	3 40			

Cumberland & Co., corner Union and Sydney streets, and corner Gilbert and City Roads.

H. L. Spencer, 240 Nelson Street, St. John.

Use Spencer's Vesuvian Liniment.

Photographs, $1.00 to $4.00 per dozen, at

126 RAILWAY. [1876.

FREDERICTON TO ST. JOHN.

MILES.		FARES.	MILES.		FARES
0	Fredericton	$0.00	14	Russagonis	$0.56
1	Salamanca	10	19	Three Tree Creek	70
6	Glazier	24	22	Fredericton Junction	70
10	Waasis	40	61	St. John	2.00

NEW BRUNSWICK AND CANADA RAILWAY AND BRANCHES.

ST. STEPHEN TO RICHMOND AND WOODSTOCK.

Miles.	Stations.	Fares.	Miles.	Stations.	Fares.
0	Saint Stephen	$0.00	41	Cranberry	$1.25
5	Maxwell	25	46	Hall's Siding	1.25
8	Moore's Mills	28	51	Deer Lake	1.50
10	Baillie	50	57	Canterbury	1.50
15	Meadows	50	62	Scott's	1.75
19	Watts Junction	75	67	Eel River,	1.75
21	Lawrence	75	78	Wickham	2.00
26	Barber Dam	1.00	75	Debec Junction	2.00
30	Toby Guzzle	1.00	78	McKenzie	2.00
35	McAdam Junction	1.25	80	Richmond	2.00
36	Maudsley	1.25	86	Woodstock	2.00

ST. ANDREWS TO RICHMOND AND WOODSTOCK.

Miles.	Stations.	Fares.	Miles.	Stations.	Fares.
0	St. Andrews	$0.00	45	Maudsley	$1.25
5	Chamcook	25	49	Cranberry	1.25
11	Bartlett's	25	54	Hall's Siding	1.25
13	Waweig	25	59	Deer Lake	1.50
15	Roix Road	50	65	Canterbury	1.50
19	Hewitt's	50	70	Scott's	1.75
20	Rolling Dam	50	75	Eel River,	1.75
24	Dumbarton	75	80	Wickham	2.00
27	Watts Junction	75	83	Debec Junction	2.00
29	Lawrence	75	86	McKenzie	2.00
34	Barber Dam	1.00	88	Richmond	2.00
38	Toby Guzzle	1.00	94	Woodstock	2.00
43	McAdam Junction	1.25			

FARES.

From Fredericton to McAdam,			$1.85
"	"	St. Stephen,	3.00
"	"	St. Andrews,	3.00
"	"	Woodstock,	2.85
"	"	Woodstock,	3.75
"	"	Richmond,	3.75
"	"	St. Stephen,	2.75
"	"	St. Andrews,	2.75

Gents' Furnishing Goods, in great variety, at

Barnes's N.B. Almanack for 1876 page 125-126. Note the two railway companies shown with miles and costs for trips.

By 1890 the CPR was the only railway operating in McAdam, after buying out or leasing the competing lines . The CPR used the old European N.A. Station until 1901. In June 1901 a new stone station made from local granite came into service. For a period of time from 1900 to 1904 there were 3 station buildings standing in our Village .

The stone CPR Station had at least 3 phases in construction as shown by the following photographs.

Photo #3

Phase 1: The stone CPR station in 1900-1901 (view from the Dam or East side).

Photo #4

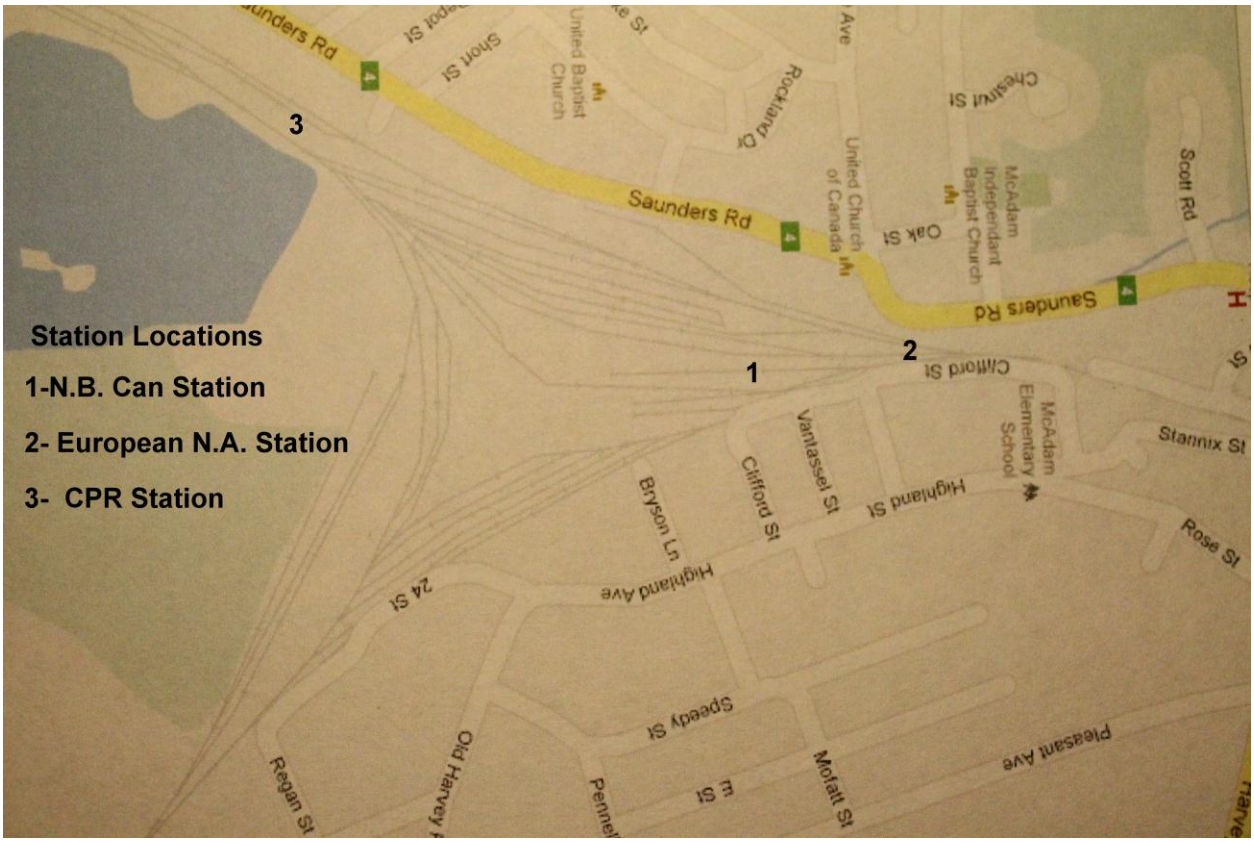
Phase 2 : Stone Station 1904-1910 ,showing an open canopy extending north from the station.
(view from west side).

Photo #5

Phase 3: The stone CPR station with an east and west closed in extensions 1910-1911 (view from the east side).

Photo #6

Mr. and Mrs. George Luff standing in front of their home on Granite St. (N.B. Canadian Station)1950. Mr. Luff bought and moved this station to Granite St. about 1900 .



Map of McAdam showing railway stations.

Thanks to Bob Nason for his help in photo interpretation and location of stations, Amelia Blair for sharing research documents .

David Blair May, 2012

References

1. **St. Croix Courier** articles 1858-1900
2. **Oral History records** from the McAdam Public Library
3. **Photos** from McAdam Historical Restoration Commission and McAdam Public Library
4. **Photo** for phase 2 of stone CPR station from Hillsboro RR museum.
5. **History of Mcadam** (1871-1977), W.A. Redstone
6. **Railways of N.B**. A History , Dan Soucoup
7. Barnes's N.B. Almanack for 1876