

**G. I. NUGENT, M. D.**  
333 BRUNSWICK STREET  
Phone 888  
FREDERICTON, N. B.

**ELECTRIC MOTOR  
and GENERATOR  
REPAIRS**  
OF ALL CLASSES

**Harry C. Moore, E.E.**  
360 KING STREET

**Waverley Hotel**  
New Steam-Heated Rooms  
BEST DINING SERVICE IN THE CITY  
A HOTEL YOU WILL LIKE AT MODERATE RATES

**H. E Dewar & Son**  
Proprietor  
Regent Street Fredericton

**THEY'RE ALL  
SAYING**

that our place is noted for service and good food as well as entertainment!

**MOONLIGHT INN**  
DUMFRIES, R. R. 2

**NEW FALL  
WOOLLENS**

In skirt materials, coatings and suitings, 56 inches wide, prices from \$1.50 to \$2.50 per yard. McCall's patterns, a large showing of buttons.

Call and select your patterns while our stock is complete.

**J. Stanley Delong**  
68 Carleton St. Phone 68-11

**FRESH YOUNG PIG PORK**

Western Beef and Lamb  
Slipp and Flewelling Sausages  
Salt Herring and Salt Cod

**HAROLD YERXA'S**  
89 YORK ST. PHONE 305

**JIGG'S DINNER**

WESTERN SUGAR CURED CORNED BEEF ..... 12c lb.  
CABBAGE ..... 5c head

**YORK MEAT MARKET**  
135 YORK STREET 'PHONE 592.  
QUALITY AND SERVICE

**P. N. S.**

Get your Supplies for Apron, Towel  
and Holder Here  
Free Box and Paper for Pattern  
from

**FRED BARNES**  
76 YORK STREET  
PHONE 1190-21

## "DE VILLEBON A SOLDIER" ACADIAN LEADER ONCE AT THE NASHWAAK

Former Governor of Acadia is Described By Mrs. J. B. Maxwell Before Historical Society

The following paper was read on Wednesday evening before the York and Sunbury Historical Society by Mrs. J. B. Maxwell, M.A.:

Historical novels and school books of history too often give a wrong impression of the personality of great men of the past. A man thus wronged in the public mind was Joseph de Villebon, the greatest commander of the Acadia. Time has credited him with the traits of his savage followers and one modern fiction writer has made him the villain of his plot, but study of the French Archives dealing with Acadia shows this man to have had wisdom and nobility of character but one who as a soldier was ruthless in carrying out his objective. This impression was probably a heritage from his New England ancestry.

Throughout the ages it has happened with a country sore distraught that a leader has arisen from the obscurity of distress to act as its patriotic savior, such a man was Joseph de Villebon. In the latter part of the 17th century, Acadia, now the Maritime Provinces, and half of Maine, was continually harassed by sloopers from New England who attacked the poorly garrisoned forts of Port Royal and La Have, the settlements at the head of the Bay of Fundy, and the people living on the coast of Acadia. These sloopers or privateers took what plunder they found, despoiling the peasants, and, what touched the golden heart of France, traded with the Acadian Indians for their furs, the most valuable asset of Acadia. Refugees with distressing stories sought the governor at Port Royal and appeals for assistance were written to the French court, but France neglected to send forces adequate for protection and the Acadians were helpless against their onslaughts. Joseph de Villebon, at this time a young man of thirty-four, was at Port Royal as captain of one of the two companies of French regulars stationed in Acadia. He, one of the seven sons of the surveyor-general of New France, was born near Quebec but educated and trained for the army in France. The historian, Dierreville, who visited Port Royal in 1699, described M. de Villebon as, "a great man, well made, and full of intelligence."

Realizing the exigency of the situation in Acadia, de Villebon betook himself to the court of France and there guaranteed to keep the English from establishing themselves in Acadia, by the aid of the Indians alone, if he were allowed to put himself at their head. Glad to avail themselves of a fighting force that would cost little more than sufficient presents to keep them in good humor, the Court sent de Villebon back to

Acadia carrying with him his commission as commander of Acadia.

De Villebon chose the present central New Brunswick as his headquarters and erected a fort, "Fort Nachouac or Fort St. Joseph," at the junction of the Nashwaak stream with the river Saint John. This situation was chosen, because, quoting from the French Archives, "It was far enough inland to be protected from the insults of the English by sea—and within reach of the savages in order to make them act and also that they may receive the presents."

De Villebon gathered to great powwows at Fort Nachouac, the Maltsees of the Saint John and its tributaries, the Micmacs from all the coasts of Acadia from Bay Chaleurs to Cape Breton and from the present peninsula of Nova Scotia, the Passamaquoddy Indians, and at times from the Penobscot and Kennebec Rivers. Hidden away in the forests the new commander sat himself down like a spider in his web the strands of which were the converging waterways of the country. From this inland lair de Villebon's painted braves made periodical raids of murder and burning over all New England.

Although equipped with an aggressive land force the commander was still without means to protect the Acadia shipping. Having fruitlessly asked the home government to send an armed vessel to patrol the coasts, the resourceful de Villebon provided a navy of his own by giving commissions to sloop owners to act as privateers. These privateers, pirates or filibusters, as blood-thirsty as the Indians, hailed from as far distant points as France, the St. Lawrence, Newfoundland, the West Indies especially from St. Martinique. Although the King's ship, so called, brought supplies for the fort and "presents" as payment for the Indians furs, the amount sent was far from sufficient and de Villebon was dependent on his privateers. They gave the commander a certain portion of their spoils sometimes leaving it at the mouth of the Saint John and sometimes sailing up the river to Fort Nachouac to be there for repairs or to winter there.

A certain Baptiste Armature, a man who had wives in many places, was the greatest dispoiler of English shipping seizing as many as thirteen vessels on a cruise. He was de Villebon's right hand man on the sea-board and would always procure a ship-load of coin when it was needed. When Fort Nachouac was attacked by the English under Colonel Hathorne, Baptiste rendered valuable assistance crossing in his privateer from his home on the present site of Fredericton. So effective was de Villebon's fleet of pirates that the succeeding governors of Acadia made use of the same means of defence.

De Villebon handled all his forces efficiently, his French regulars, pirates and savages. He thoroughly understood the Indian nature. Taxons, sachem at the head of the Bay of Fundy, from respect and admiration, made de Villebon his blood brother. On this occasion the commander presented the chief with his best suit of clothes. On another occasion de Villebon purchased for the principal chiefs, "twelve hats ornamented with plumes of all colors, twelve shirts trimmed with lace, and muskets of the finest quality." He dealt fairly with the savages and saw that others did the same. When the seigneurs on the Saint John sold the goods received from the chartered company to the Indians at excessive prices, he complained to France. In that action he not only considered the welfare of the Indians but wished to stop intercourse with the English, who paid well for pelts.

De Villebon did not attempt to interfere with the Indian method of warfare but turned it to his own use. Suiting his plans to the Indian routine, after the spring crops were in and before the hunting season began, he sent messengers throughout Acadia and summoned all Indians to great powwows about Fort Nachouac. Days, sometimes a week spent in feasting, talk and war-song, the chiefs dining with the commander. At the war-council de Villebon gave advice, where and when to attack, telling them to "separate into small bodies and attack several places on the same day." When ready to start on the war-path a barrel of rum was broached and war-songs were shouted, de Villebon's brothers often leading in the leaping dances and songs of prowess. A priest or French Officer led the war-party in the first canoe. The French soldiers of the small garrison in the fort were not sent on the war-path as they were not as good shots as the Indians, knew nothing of the stealthy trails and could not paddle a canoe.

De Villebon's methods were barbarous, but it was war, and the terror of Indians atrocities was the most

formidable weapon in the New World and the only weapon in Acadia because the French court had other uses for its money than to respond to all the appeals from New France. The bloody raids of murder and burning were carried as far as the confines of Boston. In the year 1694 the savages burned sixty houses within thirty miles of Boston killing one hundred and thirty-two persons. In three smaller expeditions nearly one hundred died. Captives were brought back to the Saint John where they worked for the French and Indians. The savagery of the Indians increased with the campaigns. De Villebon ordered that they "must not think of anything but scalping them and must not release their prisoners as they have done until now, because on sending them back on payment of a ransom they never fail to give information to the English."

De Villebon wrote constantly and generally unavailably to France for assistance. He asked for warships which did not come. He wrote of the ease with which Boston could be seized. He urged the taking of the stone fortress of Pemquid, which on the sea coast marked the boundary between Acadia and New England. When France finally decided to attack Fort Pemquid, an assault which de Villebon had long planned, he was not given the command and not even allowed to take part in the attack. On this occasion he wrote, "I have acted in consort with him," d'Iberville, commander of the expedition, "in everything, and wish he had appeared willing for me to be at Pemquid, as I made this proposition to him and as I saw he received it with umbrage preferred not thinking of it rather than let him have the least cause for complaint." Nevertheless, accepting with a soldier's obedience, he sent d'Iberville, his Saint John River Indians and wrote him what information he had regarding Fort Pemquid.

De Villebon's letters to France, unlike those of the French officers and the seigneurs who wrote only to complain of each other or to ask for personal emoluments, asked nothing for himself. He owned no land in Acadia nor did he ask for any. So little is known of his private life that some state he was not married, but in a letter he stated that he had "written to his wife to make a proposition relative to establishing a porte de la haie." Though silent in reference to his personal affairs he was not wanting in natural affections. At different times four of his brothers served as officers under him at Fort Nachouac, and when, following complaints sent to France two of the brothers were withdrawn, he pleaded in their behalf for "the natural excesses of youth." Again when two settlers were deprived of everything by the English he arranged that they should be given five hundred and fifty-four livres from the revenue of the company of Acadia. Concerning his garrison of French regulars he wrote that he contrived to make it pleasant for them although it was so lonely a place. One wondered if he followed the old example of Port Royal by creating the "Order of Good Cheer."

Reference has often been made to the fact that complaints were sent to France of quarrels between de Villebon and the seigneurs of the Saint John, d'Armours brothers who owned the land along the river for two hundred miles above its mouth. This trouble was over the prices paid by d'Armours for furs but after a scale was set for the prices of skins in the year 1695, at a great gathering of the tribes at Fort Nachouac, peace was restored, and de Villebon visited the homes of the seigneurs and they in turn came to his aid when the fort was attacked. Another who had complaint to make against de Villebon was de Villiere second in command at Fort Nachouac, but it is probable that he, and old officer of a famous French regiment, resented serving under a man twenty years his junior and a colonial at that. De Villebon dealt honestly with all men even his enemies. Corresponding with the governor at Boston relative to an agreed exchange of prisoners he wrote, "During the last four years the King's vessel or the privateers have to my knowledge taken back more than one hundred prisoners, all well treated, and you only sent back four." In 1698 having no longer fear of the English privateers whom his own buccaneers held in check, after spending about eight years at Fort Nachouac, he moved his headquarters to the mouth of the Saint John in order to be nearer the settlements at the head of the Bay of Fundy. That same year he wrote to France from the mouth of the river, "I have served the King for twenty-four years, the last seven under your orders, Monseigneur, and it has seemed to me that you have been graciously pleased to be satisfied with the few services I have rendered—I ask for leave of absence to return to France." There is no information to show that he ever got to France.

Two years later, on July 6th, 1700, Joseph de Villebon died at his fort at the mouth of the Saint John and there was mourning along the inland waterways. Thus passed a man who was always a soldier, first and last.

## \$38,000,000 TAKEN FROM RAILWAYS BY MOTOR TRUCKS

CHARLOTTETOWN, P. E. I., Sept. 24—The gross freight revenues of the Canadian railways have been reduced thirty eight million dollars per annum by competition of trucks operating on the highways, and the damage to the net position of the railways is approximately thirty-four million dollars per year.

These figures were placed before the Maritime Board of Trade at its annual meeting here today in an address by S. W. Fairweather, director of Bureau of Economics, Canadian National Railways.

"The railways are quite capable of adjusting themselves to the new conditions," continued Mr. Fairweather, "if there is a fair field and no favour. No agency which on the average can transport freight at a cost of less than one cent per ton per mile need have great fear of a competitive agency whose average economic cost for transportation per ton per mile is nearly five cents. In the adjustment to changed conditions however, our ideas regarding railways and their functions will need substantial modification." The Railways, he said were regulated in the public interest both as to rates and services, and had to provide for the equalization of rates to markets over wide areas, the development of new territories, the encouragement of basic industries by freight rates lower than commercial justifiable, and the maintenance of regular services even in cases where there was no profit in doing so. The general principle in effect was that the railway must take the rough with the smooth, and if it cost millions of dollars to keep a railway open during the winter season, the justification for this was that the loss could be recouped from next summer's business, frequently also special concessions in rates to meet temporary distressed conditions such as drought. These special burdens carried by the railways were not onerous so long as the railways were able to assess charges on the average to cover the cost. Now however, the motor vehicle and the highway acting in combination had changed the situation. The highway was provided by the state and at a cost to the motor truck much less than its real cost. The trucks represented relatively small capital investments and the industry was so young that rates of wages, hours of labor and working conditions were still in a chaotic state but at a low level. In addition the trucker was able to avoid the carriage of bulky and low value commodities. These the railways often carried at a charge of less than one half cent per ton per mile. The trucker could concentrate on the high grade commodities where the charge for transportation by railway would be from ten to fifteen cents per ton per mile and in addition the trucker was under no obligation to maintain a service unremunerative or seasonal in nature.

Last winter the Canadian National spent \$72,000 in maintaining service on a certain branch line in the Maritimes. Over \$35,000 was spent in clearing snow and ice, the total revenue from that branch line during the winter months did not exceed the cost of snow removal alone, to say nothing of the provision of train service. Yet this branch line was subjected to highway competition for over two thirds of the year. Railways obviously could not continue to carry on indefinitely under such conditions and yet all realized that the communities served by this branch line equally with communities served by the main line, were entitled all year transportation. What would the truckers' rates be if he had placed upon him the obligation to maintain service in the winter time to say nothing of the other forms of community obligation, asked Mr. Fairweather.

Mr. Fairweather said that the provincial governments were in the transport business in a big way and he suggested that they might very well see to it that they were receiving in return from this industry what the expense had been to the state. If the total cost of the highways in the Maritime Provinces were ascertained, it would be found that one half of the present yearly costs were being met by automotive vehicles, the difference being borne by taxation or passed on to the future. This was borne out by the fact that in 1934 total Maritime provinces highway costs amounted to over nine million dollars while the gross revenues from motor vehicle license, gasoline taxes, etc., amounted to only about four million dollars.

"I venture to say," said Mr. Fairweather.

(Continued on Page Seven)

He was deservedly hated by the people of New England but respected and loved by his dusky followers. Had not this greatest commander of Acadia died before reaching his prime, the history of the Acadians might not have become a tragedy.

—Lillian M. Maxwell.

## FREDERICTON WOODSTOCK

BUS SERVICE

Effective Sept. 10, 1936

Daily Except Sunday

Leaving Woodstock in morning

| Read Down      | Woodstock     | Read Up       |
|----------------|---------------|---------------|
| Lv. 8.30 a.m.  | Meductic      | Ar. 6.20 p.m. |
| Lv. 9.00 a.m.  | Pokiock       | Lv. 5.50 p.m. |
| Lv. 9.20 a.m.  | Moonlight Inn | Lv. 5.30 p.m. |
| Ar. 9.40 a.m.  | Moonlight Inn | Ar. 5.10 p.m. |
| Lv. 9.50 a.m.  | Kingsclear    | Ar. 5.00 p.m. |
| Lv. 10.30 a.m. | Fredericton   | Lv. 4.30 p.m. |
| Ar. 11.00 a.m. |               | Lv. 4.00 p.m. |

Fare to Woodstock: One way \$2.25  
Return \$3.50

Bus leaving Woodstock 10.00 a.m. daily for Bangor, Boston and New York

**Highway Transport Ltd**  
Fredericton

Carleton Street Phone 633

**STOP AT THE  
Queen**  
When in Fredericton

TELEPHONE IN EVERY ROOM  
PRIVATE BATHS

HOT and COLD WATER

J. P. CORKERY, Prop.

**DR. G. K. LISTER**  
: Dentist :

Burchill-Wilkinson Building

QUEEN STREET : Below Regent

Phone 531-11

A Message for

**WOMEN  
WHO  
WANT**

a beautiful home — MEN who have thought of an ideal residence they would build SOME DAY—

See us now and get cost estimates at present low price levels for materials and labor.

**RISTEEN  
Co., Ltd.**

Woodworkers

104 Queen St. Phone 266

## To New Subscribers

If any of our new subscribers under the present drive are not getting their papers regularly will they please notify

THE DAILY MAIL

BUSINESS OFFICE. PHONE 67.

**INSURANCE  
HOWARD H. BLAIR**

RELIABLE BRITISH and CANADIAN COMPANIES

PHONES — Office 291  
Residence 345-11

68 YORK STREET

—You Can Rest Assured—

NEW ISSUE —

**\$150,000  
ROMAN CATHOLIC BISHOP  
OF CHATHAM**

4 p.c. SINKING FUND DEBENTURES

DATED MAY 1, 1936

DUE MAY 1, 1951

PRICE: 100 and interest, to yield 4%

Denominations \$1,000 and \$500

These bonds are a legal trustee investment in the

Province of New Brunswick

Orders may be telephoned or telegraphed at our expense.

**Irving, Brennan & Company, Ltd.**

FREDERICTON,

SAINT JOHN

CHARLOTTETOWN

HALIFAX.

**THE GREATEST  
ASSET TO BEAUTY**

Without denying the value of the many means of obtaining beauty through the medium of artificial preparations, the one fundamental necessity for beauty lies in good health. Your Druggist plays also a tremendous part in the preservation of your beauty for to be healthy is to be beautiful.

**Ross-Drug-United**