



# Les Chabotteries

Association des Chabot

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*Jean Chabot: The will to go further...*



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## President's line



**G**ood day to all!  
We are already looking towards the future and doing the planing for our next annual general assembly that will be held this year in the Montmagny area.

Quick reminder to start: as of December 31, 2011, we had 293 members in good standing.

For my part, I want to thank all members who support us and trust us to secure the future of the Association. I also want to inform you now that I will not renew my mandate as President and that, therefore, I will retire from the Board to give the opportunity to others to manage it. I was present at the time of its foundation and I worked with Claude, doing my best to support him in this difficult undertaking. At the last meeting, I was re-elected President, because you gave me confidence and I thank you very much. However, this experience has convinced me that I feel more comfortable as second and not as the one who lead.

All of you members who support our Association and have paid (or pay) to renew your membership until June 2013, you have the right to ask what will happen to the payment that you have done. I contacted Marcel Chabot, the coordinator of the magazine and our webmaster, and we agreed that unless a major setback, the publication of the newsletters « Les Chabotteries » and updating of the site would continue as to usual so that members continue to enjoy the benefits of association membership.

Each year the mandates of Board members expire. It is already time to think over and to identify candidates who will be willing to get involved, to inject new energy and, perhaps, to propose a new vision. Good reading and take care of yourself!

*Luc Chabot*

## Editor's line



**G**ood day everyone!  
The Association of Chabot is still young: it will celebrate its fifth anniversary in a few months. Indisputable fact, it has grown rapidly thanks to the constant efforts in particular that has made Claude Chabot, founding president. These achievements (number of members enviable publication of a

quarterly journal of quality, creating and updating a website, held an annual meeting), we must preserve them and ensure that are deployed.

The strength of an association is its members. We must therefore apply not only to maintain the level of acceptance, but to multiply them. In this regard, an idea came to me; if each member could find a way to convince someone around **them** to join the Association, **it would benifit all of us so we can continue growing..** We can also give away a membership card to a young adult or to a parents, for example. **Over the pas** three years, I **have seen an** awakening **in my own children in their family genealogy.**

The strength of **any** association, **is in the number of committed** members ...

According to its competence, interests, availability, each member can contribute, whether solicitation, tracking or writing of articles, conducting interviews, etc..

The Association is counting on you and waiting for your emails, your letters and phone!

In this issue:

**Andre Goggin** makes us live the saga of brave boaters in the 1800's.

**Eric Gourde** us, him, relive the exploits of Jean Chabot who, at age 60, has traveled across Canada by bicycle.

**Genevieve Bouffard and Claude Chabot** us a glimpse of the ravages of infant mortality in the first half of the twentieth century. Claude also presents the family of Georges Chabot.

**Laurence E. (Larry) Chabot** retraces the main stages of the life of his father, Lucien Chabot.

**Marcel Chabot** celebrates Josette Drouin recently died and we present the first part of a condensed he made the rather extraordinary life of Anthony Chabot.

*Marcel Chabot*



## Laurent and Julien Chabot, Courageous Canoeists (Part 1)



Laurent, Julien and son Julien are prominent figures in the crossing of the St. Lawrence River between Quebec and Levis.

Laurent and his brother Julien are the ninth and tenth children of François Chabot and Marie Pépin, also known as Lachance from St-Laurent on the Isle of Orleans. Lau-

rent was born on October 25, 1799, and Julien on January 20, 1801<sup>1</sup>.

From early adolescence, all the boys on the Isle of Orleans learn the techniques needed to master canoeing in all seasons, even in the worst conditions, as the island has no other means of communication with the Coast of Beaupré. Thus, the men of the island have built a reputation of being very skilled boatmen. Raised with their feet in the waters of the St. Lawrence River, Laurent and Julien are among them.

Since the beginning, contacts between Quebec and Levis are made by small boats and canoes. At the start of the 19th century, the South Shore developed rapidly, and social and commercial relations between the two towns become more and more numerous.

Crossing the St. Lawrence River between Levis and Quebec requires skillful canoeists. Stories of the exploits and courage of these boatmen reach the ears of the two brothers and make them dream. As they lived at St-Laurent on the shores of the river, no doubt they had already crossed it many times, in summer as well as in winter. The pretty girls on the other side of the river had always been a powerful magnet for the guys from the south side of the island. Confident in their abilities and their experience, it is as boatmen

that they make their living. From now on, their choice is made. Living on the land as farmers is no longer a question. It is life on the water that attracts them, not life on land.

When do they leave their native island to settle in Lauzon where the boatmen are gathered? We can hypothesize that the event takes place before their marriages to two young ladies from Lauzon, unless it is the charm of these two sirens that attracted them to the South Shore.

Laurent marries Louise Samson on November 27,

1827. His brother imitates him on February 2, 1830 with Suzanne Carrier. Their marriages take place at the parish of St-Joseph de Lauzon.

### The Crossing in Summer

Relations between Levis and Quebec date back to the beginning of New France. The Seigneurie of Lauzon (at the origin of the city of Levis) celebrated its 350th anniversary in 2011 while Quebec was celebrating its 400th in 2008. Quebec is the seat of the government since the beginning of New France, and the delegates from the South Shore have to get there. Quebec is the administrative, judicial, ecclesiastical and social capital of the Province of Quebec, and opportunities to get there abound. Moreover, Quebec obtains from the South Shore its supply of labor, firewood, and animals for slaughter.

They use large boats of 8 to 10 meters (25 to 30 feet) for the crossing. There is no set schedule. Crossings are on request, and the prices are negotiated according to the seasons and weather conditions. To transport animals, they tie them in pairs, one animal on each side of the boat. The beasts struggle at first, but they must resign themselves to swimming across the river without suspecting that they are going there to be slaughtered at the butcher's on the other side. When it happens that an animal cannot continue on and it will drown, they cut the rope that holds it, and without realizing its good luck, the poor beast might survive and drift

down with the current and find itself a survivor on the isle of Orleans. Its owner must then recover it at his own expense.

At the start of the XIX century, John Molson (the same man who is at the origins of Molson Beer) will permanently change the role of canoeists in the crossing. In the fall of 1809, he inaugurates a ferry service with a steamboat, L'Accommodation. From now on, the crossing can be done on a schedule, and it no longer depends on the weather conditions, the tides, or the currents. This service is in operation until late fall when the threat from the ice forces the boat to take refuge in a safe place for the winter<sup>2</sup>.

Starting with this event, the role of boatmen suffers from strong competition in the summer. Laurent and Julien surely earn a better living in winter when the steamboat ferry service is stopped. As the regional economy is based on lumber export and

shipbuilding and that Quebec and Levis make up some of the most important shipyards in the British Empire, most boatmen work in the summer at loading or unloading logs which have been squared off in order to take up less cargo space in the ships bound for England. Still, some persevere and continue to offer their services as boatmen. Laurent and Julien seem to be among them.

### The crossing in Winter

During that period, the crossing could be done in two ways: by the ice bridge, or by ice boats. It is in that last activity that the Chabot brothers make their mark well before the canoe races of the Quebec Carnival.

### The Ice Bridge

The ice bridge competes with the boaters. The coachmen and cart drivers of Quebec can now cross the river for free and "without danger". As soon as the ice bridge is formed, vendors install small cabins on the river where they can sell liquor without a license, as the river is not subject to the licensing required in Quebec and Levis. Sundays are really holidays.

For the farmers of Levis, it's a bargain. They can work their horses, which would otherwise be a source of expenses during the cold season. On the other hand, when there is the ice bridge times are more difficult for the Chabot brothers, who make a living from the poor crossing conditions.

The ice bridge does not form every year. It is formed by very the cold weather in January, and can last till the first days of May. The last ice bridge goes back to 1898<sup>3</sup>. The circulation on the river with the

horses begins when the thickness of the ice reaches 20cm, and it can become more than 5 m thick.

How can the ice bridge form with the strong tides that we know exist in Quebec? The most likely hypothesis is that the tides played a role when the ice formed. Thus with two good daily waterings, the ice got thicker every day, and was transformed into a surface like a "skating rink". This explains the extreme thickness of the ice bridge. The painter James Pattison Cockburn, an officer in charge of painting the surroundings of Quebec for the British army in the first half of the 19th Century (photography had not yet been invented) left several paintings of the ice bridge in front of Quebec. We notice that the surface is often shiny like a skating rink and that everyone in Quebec seems to gather there on Sundays.

Today, the work of the ice-breakers and pollution prevent the formation of an ice bridge.

Nevertheless, history has noted two anecdotes concerning the ice bridge: the first concerns the Battle of Ste-Foy, and the other Sir John A. Macdonald who was going to become the very first Prime Minister of Canada. After the battle of the Plains of Abraham in September 1759, the French troops from the rest of Canada (about 6,000 men) regrouped in the spring of 1760 under the command of the Chevalier de Levis to attack the English so that they could regain control of the colony. As the soldiers of Levis use the ice bridge to get to the place that would become known as the location of the Battle of Ste-Foy, part of the bridge becomes detached. A French soldier quickly takes refuge on a piece of ice. He is rescued in front

of Quebec by British soldiers who thus find out from this talkative fellow that an attack is eminent, and they report this to General James Murray<sup>4</sup>.

On March 28, 1865, Sir John A. Macdonald who was then Prime Minister of United Canada just before the Confederation has quite an adventure on the ice bridge. He calls a coachman to get to the train of Grand-Tronc which stops at Point-Levy on the South Shore. In the middle of the river, the ice bridge starts to fall apart. The horse and its illustrious passenger end up the icy water. The Prime Minister is saved, but the horse drowns<sup>5</sup>. No doubt to warm Macdonald, who has the reputation of being a drinker, they quickly bring the small flask of whisky so necessary to his health.



Ice Bridge in front of Quebec—© McCord Museum

<http://www.mccord-museum.qc.ca/fr/collection/artefacts/M20049/>

## The Ice Canoe

The ice bridge did not please the boatmen. It is said that they tried to break the ice bridge at night when it was forming. It was never proven, even though the municipality of Lévis adopted at that time very strict regulations against those who would have done it. We can understand the desire of the boatmen to protect their source of income during winter<sup>6</sup>. The people of Lévis have gained a reputation for being boatmen, and about one third of the people of Lévis engage in this activity<sup>7</sup>. However, the profession is not well paid.

The Chabot brothers have a dangerous job. They are surely very prudent, as Laurent lives to be more than 94. Crossing the river in canoes during that period has nothing to do with the crossing we see today during the Quebec Carnival.

«The canoes were twenty-five to thirty feet long (8 to 10 m). They were cut and carved out from immense pine trunks carefully chosen and having no knots or cracks. The two ends were raised like the runners of a sled, and the bottom was slightly rounded and covered with a flat piece of hardwood planking nailed onto its entire length to act as keel. It could carry a very heavy load, with fifteen to twenty people and more.<sup>8</sup>»

«The owner sat aft, on a small raised platform where he directed the maneuvers and steered with the help of a special tiller, while in front another hardy fellow, sometimes standing on the point of the bow, scrutinized the passes and watched for impasses, his hand over his eyes all white with frost, icicles in his hair. In front of the pilot, a space was built for passengers who sat flat on the bottom, all bundled up and covered with buffalo hides, encased like sardines, perfectly sheltered from the cold, but also entirely immobilized.<sup>9</sup>» To navigate through the ice, the point of the canoe's bow was reinforced with raw, un-tanned calf skin.

The boatmen have the reputation of singing during the crossing. It is a way to keep the work of the paddlers in rhythm, and to reduce the stress of the crew and the passengers. It seems that a song entitled, "It's The Paddle That Bring Us" is clearly the most popular<sup>10</sup>.

The job is risky, and impatient passengers can put a lot of stress on the boatmen by bribing them, promising good rewards. It takes boldness and courage to leave the safety of the shore and to sail through moving ice floes with a cargo of people and goods. The crossing takes less than half an hour in good

conditions, but winter always has its unexpected events!

The bravery of Laurent made the headlines of the newspapers of the day. On March 17, 1832, probably during one of the typical storms of St. Patrick's, a canoe leaves Quebec for Lévis with a cargo of about ten people and their luggage. From the South Shore, Laurent and his friend Augustin Bégin are witnesses to a drama when a canoe capsizes and sends all these fine people into the icy water. They rapidly launch a rescue boat to save those who went overboard. They succeed in saving five of the passengers. It would seem that when conditions are perilous, the boatmen watch over each other and are always ready to save each other if necessary. For this brave gesture, Laurent and his companions are awarded medals of Honor after a fundraising by the merchants and townspeople of Quebec. Laurent receives a gold medal of courage on April 8 from his parish priest, in the presence of his fellow citizens.

Rare are those who are able to stay in this profession for a long time. In 1863, an association of the boatmen of Lévis is formed. The Chabot do not belong to it any more<sup>11</sup>. It seems that they put their boats in storage forever, as they are now in their sixties.

Laurent, like some other boatmen, has become «passager», a local term designating not the traveler who crosses, but the one who offers accommodations to the travelers waiting for a crossing<sup>12</sup>. The «passager» thus becomes the one who supplies provisions for the boatmen of his choice. The name «passager» originates from the Coast of the pass at Lévis, renowned for the number of its «passagers»<sup>13</sup>.

To be continued. In the next issue, we will relate the role of Julien in the crossing by "horse-boat", the crossing with steam engine, as well as the involvement of the brothers in the formation of their parish.

*André Goggin*

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5. Idem, p. 214.
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11. ROY, Pierre-Georges. Le Bulletin des recherches historiques, novembre 1942, p. 329.
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## Jean Chabot : the will to go further



**Here's an article by Eric Gourde first published in the weekly newspaper "La Voix du Sud" in the Fall of 2011. It recounts the exploits of a "young" sexagenarian of Ste-Justine, a village huddled at the foot of the Appalachian Mountains, who has traveled the distance of 5700 km by bicycle, rain or shine, from Vancouver to Quebec. A feat the Chabot Association is proud to honor!**

**Chabot Association is proud to honor!**

Jean Chabot of Sainte-Justine has completed his cross-Canada bike ride last Friday, August 20. He arrived shortly after 4pm alongside some friends and fellow cyclists and was welcome by several co-workers from the Ste-Justice Coop store in Sainte-Justine upon his arrival. All in all, he has traveled 5700 kilometers since he left Vancouver.

Mr. Chabot had planned to do this trip last year with of Yvon Lapointe, of St. Magloire, but had to abandon due to an injury. Mr. Lapointe did the Vancouver-Quebec portion of the trip last year and completed his cross-country tour this summer by a trip to the Maritimes.

Jean Chabot told us he long wanted to meet this challenge, especially since 1994 when he had successfully completed the Gaspésie tour. He was hoping to be able to make the trip this year because next year would have been difficult with the celebration of the 150th anniversary of the Municipality of Sainte-Justine.

A crossing of this king is not as difficult as it looks, according to Jean Chabot. "If a 60-year old guy like me can do it, anyone can do. I do not consider myself a fit guy, but I was motivated to succeed". He faced a headwind on a few occasions and only had to cope with barely five days of rain. He only took one day off during his trip, a 24-hour stopover in Banff, Alberta, a must for tourists.

We met Yvon Lapointe and John Chabot at the same time and both feel the same. This kind of an adventure is worth it. They invite people to try it or any other experience and not to avoid to do something thinking that it's impossible. "We must have dreams

and fulfill them or at least try. The point is not to see it as a mountain at the beginning and go step by step".

Jean Chabot was notably inspired by the monument to Terry Fox that he saw at the time of his departure from Vancouver. An emotional time, he says, as he was already aware to the fate of the one-legged man and as the need to have dreams in life is illustrated there. He invites us to relive his adventure by reading the comments in french that he posted on his blog at :

<http://gojeanCanada.blogspot.com/>

Jean Chabot was back to his job as manager of the Coop-Unimat store less than three days after his return last Monday and draws a positive balance of his adventure. "I had a cough in the first few days of my trip, five days of rain, zero puncture and a ton of memories".

*Eric Gourde*



**Jean Chabot when he dismounts his bicycle, all smiles, having accomplished a journey of 5700 km distant from British Columbia.**

Article taken from  <http://www.lavoixdusud.com>

Courtesy of the author and the newspaper

## Infant mortality



The phenomenon of infant mortality among our grandparents, in the second half of the nineteenth and early twentieth centuries, has always challenged me. What was the cause? Pressure from the Catholic religion and the fear of hell after death? Perhaps the libido of men had something to do with it.

Our ancestors were applied to childbearing. As such, they probably hoped to have the support of their offspring in the short and long term. Whereas the amount of work to do, mostly on the farm, was enormous and, come their old age, they could count on a support the state did not offer, they make the choice of have large families.

But this practice was very risky and often fatal. Giving birth to a child every year quickly exhausted the forces and energies of the poor wife. Especially as they get married usually at a young age.

In our genealogical research we quickly noticed that several couples have lost their first child at birth, when it was not the young mother who would die or both mother and child dying simultaneously<sup>1</sup>. When they had the chance to have the services of a midwife or doctor, they managed to keep their offspring alive and make the family grow bigger.

But there were parents who, for reasons of health, poverty, or misfortune, have lost several children. When it was not on the very day of birth, it would happen in the months that followed. Several of them, in their early years of life, succumbed to accidents, considering they had to perform chores too hard and risky for their age. We know that at that time, they had to rub shoulders with large animals like horses or cattle, work in the woods and fields, remove stumps and stones from the fields, cut lumber ...

What led me to get interested in this subject was when I had to deal with the genealogical records of Jean-Adélarde Chabot and Marie-Olivine Ruel, who married on July 7, 1884 in St-Lazare de-Bellechasse. Believe it or not, the photo below shows you all of the living mem-

bers of the family of this couple: standing behind their parents are posing the four children who survived among the 17 (maybe 23) that Marie gave birth to.

The following article, written by Gisèle Bouffard, describes in greater details the misfortunes of the family of his great-grandparents. I do not know if we could list them all, but only four of the seventeen children born survived.

Going through those records, it is impossible not to think of the suffering that this couple. -and especially the mother - has endured. Where did they find the courage to survive? Probably in their deep and abiding faith and because they were people of duty. And certainly out of respect for the four children who survived and grew up to continue the tradition!

And do not forget that in these difficult times, a certain fatalism was inclement ... Who could have passed through these heavy trials bravely without accepting it in silence ... Think about it!

*Claude Chabot*

1. Back in those days, I gather that religion commanded that during a difficult delivery, the doctor (or midwife) should « let nature take its course », even if it meant that the mother would die. However most doctors overrode this command, trying every means to keep the mother alive, especially if she had other children.



M. Jean-Adélarde Chabot and his spouse Marie-Olivine Ruel pictured with the four children who survived.



## A very sad story...



Adélarde Chabot and Marie Ruel, farmers in St-Lazare-de-Bellechasse, had many children and have unfortunately lost many of them.

They married at the age of 20 and over a period of 18 years, Marie gave birth to 17 children, whom are registered in the records of the parish.

Marie gave birth to six girls and eleven boys, including two sets of twins. Thirteen died in infancy, including the twins, and only four survived.

In the single year 1892, Marie, who was then 27, gave birth to three children who died the same day: one girl at the beginning of February and twins at the end of October.

In addition, in April of that year, these parents lost a son aged four and a half. Six months earlier they had lost another son aged eleven months.

They therefore had to cope with three deaths and five births in just thirteen months! To console themselves, they still had three other children at home: Joseph, six; Adélarde, five, and Leontine, two. Olivine, the other survivor, was born 5 years later.

Then, between 1892 and 1902, over a period of ten years, there was a succession of babies who were born and who died on the same day. Eleven in all! Pity! It was not until the fourteenth child that the priest decided to go to Marie Ruel, at the time of delivery, in order to immediately baptize the infant before he or she would die. The doctor himself had baptized a few of them previously.

Another great sadness, for these practicing Catholics parents, was that their children were dead and not buried in the cemetery, but rather in a place for children who died without baptism, a non-blessed place. These are the words that the priest used in the register of baptisms and deaths - the height of suffering and humiliation. The bodies were not exposed at the time, nor was the body of the child who had died at the age of four or the

other one who had died at the age of eleven months.

The couple's immediate family was rather limited and provided little support for their hardships. Marie had lost her mother at the age of 17. Her father and his second wife lived in St. Lazare and raised seven children themselves during the same period. Marie had a sister who was six years younger than her.

As for Adélarde, he had two sisters who were married and who lived far away. Each one also had a large family. He had a brother who was four years younger than him and who was married and living far from St-Lazare, too.

They still had the support of the doctor, the priest and those who attended the burial, usually an uncle and the church clerk. Their ultimate consolation came without a doubt from both their son and two daughters who survived and who eventually got married.

Around 1910, Adélarde and Marie moved to Bristol<sup>1</sup>, Connecticut. Adélarde was carpenter. He could neither read nor write. Around 1940, after staying there for 35 years, they returned home for the purpose of "giving themselves" (sell their goods) to their daughter Léontine and her husband, who still had four girls of their thirteen children at home.

Adélarde Chabot died April 26, 1944 at the age of 79 years and his wife, Marie Ruel, passed away a few weeks later, on July 14, 1944 at the age of 79 years also. They were buried in Plessiville.

*Gisèle Bouffard*, genealogist,  
great grand-daughter of Adélarde Chabot  
and Marie Ruel

1. My mother told me how her grandmother, Marie Ruel, would have had three miscarriages in Bristol, Connecticut. But Mary was already 46 years old at the time, and her last child was born eight years before, in 1902 in St-Lazare. Also, according to my mother's younger sister, Marie Ruel would have revealed she had given birth to 23 children. Did she have any miscarriages between 1902 and 1910?

## A fullfill life: Lucien Chabot and Aurore Beauchene



(The following text is a brief story of Lucien Chabot and Aurore Beauchene.)

Way before he has reached the age of 19, Lucien had lived in many different places, Quebec, Ontario, and in three towns in the States of Massachusetts and finally at Lake Linden in the Upper Peninsula of Michigan State.

Born in St-Constant, Quebec in 1872, he was the sixth out of the thirteen children of Delphis and Olympe Dupuis. At the age of 8 years old, he leave Quebec with his family to established themselves in South Adam, Massachussetts, about 200 miles (320 kilometers) south of St-Constant. Within the same year, his parents moved again to established the family at Williamson and later, in April 1881, near Greylock Mill where they stayed for a period of seven years . After almost 8 years in the States, Delphis decided to moved back to Canada in the area of Alfred, Ontario.



Lucien Chabot

It was March 15th, 1891, at the age of 19 years old, when he established himself at Lake Linden, Michi-

gan where he remained for the rest of his life. He wrote, in his dairy book, that he had found a job on April 27th, 1891 with the Calumet and Hecla Company. He work there for a period of 10 years in many departments. He also wrote that at twelve thirty on October 17th, 1899 one of the boilers blow up and 4 men died due to the explosion.

In the evening of the February 17th, 1895, he married his beautiful Aurore Beauchene, born in Lake Linden (March 7th, 1874). Their witness for their wedding are Dolphise Chabot and Charles Beauchene, both of them living in Lake Linden. We can presume that Dolphise stayed for a period of time in the United States. Aurare is the daughter of Charles and Stephanie Petit-Carpentier; her parents are native from the Gentilly area and moved to Lake Linden in the 1860's.

In 1900, for the United States Census, it is written that Lucien stayed on the Second Street with his wife Aurore and they have a son Laurence, he is 2 years old. He work as a daily worker. As of the register, he occupied the type of job as when he got married. On the 1910 Census, he is a salesman of dry goods.

On April 9th, 1900, he joined the Société St-Jean-Baptiste of Lake Linden : he is elected as President for a term of 5 years. His children remember that on many occasions people in the community would come to seek advice from their father.

He was an active member of the St-Joseph Parish of Lake Linden, because he fullfill the registrar and the secretary tasks for many years. He was a member of the Société du Saint Nom, Deputy Grand Knight of the Columbus Knight in the Calumet Council and Grand Knight at the Lake Linden Council. In 1903, he was elected President for the Société de l'Union canadienne-française des États-Unis for a period of 6 years with a salary of 25.00\$ a month. He was re-elected again in 1950, at the age of 78 years old.

He was elected treasurer for the township in 1906 by defeating Mr. George Bennallaith, by 389 votes against 320. He was re-elected by acclamation in 1907, and in 1908, he became the treasurer for the

village of Lake Linden.

On January 21th, 1910, he obtained his American Citizenship.

In 1913, he was named feduciary and justice of the peace, until 1929. He also occupied the position of Deputy Mayor. He is President of the village for two consecutives terms, from 1918 to 1920, and he remained very active in all the community activities all along his life.

In the *Marquette Mining newspaper*, published on February 25th, 1924, they wrote that this experience salesman in clothing came to Marquette to work with the Stern & Fields store located on the Washington street.

On October 22th, 1928, he was appointed as Collector for the Income tax Ministry of the United States at the Marquette Office, until 1926. The nomination of Mr. Chabot was welcomed in the Copper County and especially in the Upper parts of the Peninsula. He was well known and respected in those communities. He served for many years as President of the U.F.S.C. (Union French Canadians).

He also worked for the firm Kremen Clothing Co. of Chicago as salesman, and that, until he retired in 1950 at the age of 78 years old, he worked for almost 60 years in the Michigan State.

There was a funny detail in a booklet called *The history of Lake Linden*, published by Clarence Monette in 1975 : « The mayor Chabot had appointed a cattle master to keep the pack the animals off the public streets of Lake Linden so it would not look like a pasture-lands for the horses and the cattle. Until that time the animals roamed in the city at all hours day and night. »

Lucien came back to Canada in July 1905 to visit some members of his family, stopping in the following cities: Alfred, Montréal, St-Jean, St-Constant, St-Pierre les Becquets and Ste-Anne-de-Beaupré. He came back once again in 1913. He did travel a lot in the Michigan State and in the Midwest as a clothing salesman and also for business for the U.F.S.C. (Union French Canadians).

The local newspaper reported, on February 17th, 1945, on their 50th wedding anniversary of Mr and Mrs and M<sup>me</sup> L. S. Chabot, but it was almost impossible to unified all the family at this date, so the festivity will be postponed this summer, at a moment where the entire family will be present. Mr. and Mrs. Chabot did enjoyed their special day surrounded by members of the family and their friends who came to congratulate them or did call them or did send them some flowers. For this occasion, a mass was celebrated by the priest Joseph Beauchene, brother of Mrs Aurore Chabot.

Lucien Samuel Chabot did passed away of a heart attack on the evening of August 11th, 1955 at home in Lake Linden, at the age of 83 years old. Shortly after on September 2nd 1955, Aurore followed him at the age of 81 years old. She was diabetic and passed away also from a heart stroke.

They were left in the mourn their four daughters, Lucille, Estelle, Olive and Gertrude and their four sons, Laurence, Bernard, Lucien Jr and Joseph. Their son Honorius and their daughter Martha did preceeded them in their death, the first one in 1897 and the second one in 1948.

Lucien was buried on August 16th and Aurore on September 5th, 1955 in the Mount Calvary Cemetery of Lake Linden. The local newspaper *The Native Copper Times* described them with high esteem and also as a respected members of the community of Lake Linden.

The family house has been sold out in the middle of the 1960's, because the estimated cost was to expensive to put the house back in good order.

*Laurence E. Chabot*

— — — — —

Reference: Booklet titled « *The Chabots* » written by Larry Chabot of Michigan.

I would like to thanks Larry to give us the oppportunity to use his booklet for this article.



## Antoine (Anthony) Chabot, the Water King\* (Part 1)



At the onset of the 1990s, the internet was growing furiously and I along with many others I suppose, decided to experiment with this new media. Pull up a search engine, type in a key word and one would get a range of sites. Thus I keyed in C-H-A-B-O-T and much to my surprise, a list of sites appeared that referred to locations and institutions situated in the American West. I was unaware then and ignored until recently that it was a Quebecois, born in La Presentation, near St Hyacinthe, who was the subject.



**Anthony Chabot and his first wife Ellen**

This Quebecois was named Antoine and was one of a family of 13 children. His father, Joseph Chabot, had been a well established farmer who wished for success for all of his children. Since Antoine was not particularly interested in the workings of the farm, he placed him in a Jesuit college in Chambly. However, Antoine also did not like to study and after one year, he had had enough. With nothing but his clothing and a bit of money, he decided to leave and following the course of the Richelieu, he traveled south to arrive, a few

weeks later hungry and tired in the bustling city of New York which already had some 125,000 inhabitants.

Once there, he very well could have gotten involved in crime with the gangs that ruled the notorious neighborhoods. However, while eating in a market, he chanced to meet a farmer who was willing to hire him for a period of one year, put a roof over his head and pay him a minimum wage.

Antoine did not have the temperament of a farmer, and once his contract was fulfilled in 1828, he headed south to North Carolina. There, near the town of New Bern, he found work in a tannery, the owner of which was one Daniel Shackelford. It was hard work but he handled his responsibilities competently and was promoted to a supervisor of the factory.

In 1833, at the age of 20, Antoine decided that he wanted to do something different and traveled to New Orleans where he purchased a steamer to traffic goods along the coast; and as a result became a prosperous businessman.

About 1837, the great depression put the brakes on his commerce and Antoine made the decision to return to his birthplace. Through the course of the winter he attempted to establish a tannery in St Hyacinthe, but the notoriously cold winter caused him to fail.

Soon after this, he left his family to return to the Mississippi valley. His younger brother Remi wanted to go with him but he refused as he felt he was not tough enough to launch himself into the unfamiliar.

In the following decade, he added to his wealth by providing goods to resupply the army fighting the Mexican forces for control of both the Texas and California territories. The annexation of these two as states occurred in 1848. For a period of time he was also the supervisor of a plantation in the Texas territory.

It was in 1848 that gold was discovered on the west coast. Antoine found partners and left immediately on the Galveston headed to California. As time was short, the group decided to travel through the Panama Canal. They left New Orleans on the second of February 1849.

Once across the canal, they chartered an old tub of a boat, the Josephine, and continued the trip. After a long and punishing voyage, they arrived in San Francisco on the 18th of July 1849. From there Antoine traveled to Sacramento in a steamer. Having joined a group of gold searchers, he acquired a claim in Buckeye Ravine, near Deer Creek, next to Nevada City.

During the winter of 1850, he was joined by his brother Toussaint and later in the spring it was Remi that arrived. They worked furiously on their claim and it seems that they collected a good amount of the precious metal but as the search progressed digging with pickaxes and shovels became progressively more painful. This is when Antoine envisioned an ingenious solution that would facilitate the work: to use boards to form a ditch, on an incline that would trap the water coming down. The jet thus created eroded the soil causing the nuggets to emerge along with the sand and dirt. During one year, the three brothers were able to put a great deal of money in their pockets using this method of extraction...



Gold seekers bustling about near a water canal

Antoine in partnership with Edward J. Matteson, improved his invention by adding a canvas hose attached to a nozzle to his feeder conduit or ditch thus augmenting the efficiency of the system once again. In the following two years, they made small fortune by investing in these feeder canals, in saw-mills in Sierra county, and added to his gains in the real estate market of Marysville.

In 1856, Antoine decided to return to San Francisco, this large port where the shortage of water had become catastrophic for the inhabitants. Along with two partners, M.M. John Bensky and A. W. Von Schmidt, he undertook as superintendent a project to construct a feeder canal about 7 miles in length along the Golden Gate in order to transport the water from Lobos Creek to a pumping station where using gravity it was possible to service the center of the city. By the fall of 1858, the residents of San Francisco were delighted to have running water.

Life was not always a bed of roses for this entrepreneur. Political squabbles and lawsuits caused him to abandon the San Francisco project and to return to the east coast. While in Maine, he met 20 year old Ellen Hasty whom he married in Standish on March 10, 1864. Sadly she died in childbirth with their first child, a daughter whom Antoine named Ellen after her mother. Filled with grief, as he was quite in love with this young woman, Antoine entrusted the child to her grandmother and in the fall of 1865, he returned alone to San Francisco.

**(Part two will follow in the next newsletter.)**

Condensed Version : *Marcel Chabot*

\* The text is condensed from the thesis by Sherwood D. Burgess titled *The Water King - Anthony Chabot : His Life & Times*. Davis, California, Panorama West Publishing, 1992, 197 p. the accompanying photos were also taken from this work of our efforts, we were unable to contact either the author or the editor for their permission.

Site of the primary school Chabot in Oakland , recently renovated and named in honor of Anthony Chabot :

<http://www.chabotelementary.org/>

Brief biography of Anthony Chabot in Wikipedia :

[http://en.wikipedia.org/wiki/Anthony\\_Chabot](http://en.wikipedia.org/wiki/Anthony_Chabot)

## Josette Drouin, an exceptional woman



I met Josette, a distant cousin, somewhat by chance, in the summer of 2002. I was visiting the village of St-Magloire, where my grandparents Pierre and Aurelie lived after their marriage in St-Lazare in 1879 along with my brother Andre and his wife Laurette. I was in the process of writing a fictionalized life of my paternal grandmother and I wanted to soak in the atmosphere of this village. As we were strolling on the main street, my brother ran into one of his past clients (Henri-Louis Menard), an entrepreneur in the region. Having mentioned that we were interested in the genealogy of the Chabots, he immediately gave us the address of a Dame Bercier, whom, we were told, was a passionate genealogist.

The church bells were announcing noon when we knocked on her door. I barely had told her of the reason for my visit when her eyes lit up and having invited my brother and his wife to join us, she was eager to share with me the results of her patient research, the outcome of which was a 350 page document complete with hundreds of photos of the descendants of Anselme Chabot (brother of my grandfather Pierre, spouse of Aurelie, my heroine) who was her great grandfather. She agreed to give me a copy.

In the months and years following, we've communicated on several occasions by email and phone as we exchanged information, photos, vital records etc. I must say that she provided me with more assistance than I her as she was a passionate genealogist and a relentless worker. She had compiled and placed in order a mass of data with the help of a computer program that she'd learned in her sixties.

As a result of Josette's intervention, I had the pleasure of meeting and distant cousin, Rollande, daughter of Damase Chabot, he a son of Anselme. They came to visit once in St Roch-de-l'Achigan and another

time in Jolliet where my companion and I had recently relocated. I remember these two meetings with great pleasure given their astonishing cheerfulness and liveliness of spirit, one as much as the other.

Born March 4, 1939, Josette, nee Drouin, married Gerard Bercier on July 4, 1959. The couple had

three children; Nicole, Daniel and Manon of whom they were rightly proud and have 6 grandchildren whom they adore.

At the age of 72, always occupied with many projects, Josette was much too young to leave this world. She had become disabled in her last months as a result of chronic renal insufficiency which forced her to submit to frequent dialysis. She was saddened by living with a condition that compromised her activity severely.

Generous, hale and hardy, devoted, skilled seamstress, fierce genealogist, she was an exceptional person and certainly a mother and grandmother without parallel. She will haunt our memories and certainly those of all who knew and befriended her.



Josette Drouin

\* Her ascendance : Marcel Chabot and Marguerite Labrie < Anselme Chabot and Marie Corriveau < Jean Chabot and Eugénie Lapointe < Imelda Chabot and Antonio Drouin < Josette Drouin and Gérard Bercier

### Marcel Chabot

*One of our member and a Chabot centenary passed away lately:*

*M. Alfred H. Chabot, on December 14th 2011 at Oak Creek, WI, USA, at the age of 103 years.*



*M<sup>me</sup> Monique Chabot, member 298, passed away on February 4th, in Montreal, at the age of 91 years.*



*Board members of the Association des Chabot offer their most sincere condolences to their relatives and friends.*



*Those are not the Baillargeon Family... but the Chabot*

Everything started on April 25th, 1922 at Ste-Hénédine in the County of Dorchester when Mr. Georges Chabot and Miss Imelda Laflamme get married to start their family at Ste-Justine in the same County. Fourteen children are born from their union. After having work so hard from sunrise till sunset, from heaven

where they are presently, this couple must be proud of their progenity that we can see in the picture at the bottom of this page: twelve of them still alive and retired after a life of work well done like the life of their parents. It seems that their dad set a great example for them and for other persons in the area.

Born in 1896, in a part of the country near by the United States line, he was the oldest of a family of 13 children. A big man with a height of 6 feet tall and weighting 250 pounds, mister Georges worked for a company specializing in timber harvesting on the American side. Self-taught in many ways, he worked until the age of 70. He spoke and read English and did the books of the company and, more often he solved several other problems that the French-Canadian employees handed over to him. Henri-Louis, one of his sons, told me that his father never owned a driver's license but drove a truck provided by his employer so he could travel a dozen miles to his house .

*Claude Chabot**Anniversaires*

Mr. Yvon Chabot of Winnipeg, MB - January 3th, 1926 - 86 years  
 Mr. John-R Chabot of Cary, NC, USA - January 17 th, 1930 - 82 years  
 Mrs Irène Paquet of Ste-Catherine de la Jacques-Cartier - January 24th, 1930 - 82 years  
 Mr. Laurent Chabot of St-Bruno de Montarville - January 31th, 1932 - 80 years

Mf. Yvon Chabot of Montréal-Nord - February 12 th, 1934 - 78 years  
 Mrs Claire Chabot-Colette of Gatineau - February 18 th, 1935 - 77 years

Mrs Florence Chabot of Victoriaville - March 4 th, 1926 - 86 years  
 Mrs Cécile Chabot-Houle of Warwick - March 4 th, 1928 - 84 years  
 Mrs Renée Chabot of Québec - March 11 th, 1929 - 83 years  
 Mrs Hélène Chabot-Dagenais of Montréal-Nord - March 17 th, 1923 - 89 years  
 Mr Gérard Chabot of Granby - March 19 th, 1928 - 84 years  
 Mr Raymond Chabot of Ponteix, SK - March 28 th, 1925 - 87 years  
 Mr Lionel Chabot of St-Théodore d'Acton - March 28 th, 1930 - 82 years  
 Mr Claude Chabot of Roseville, CA, USA - March 28 th, 1934 - 78 years

Mr Gilles Chabot of Repentigny - April 4 th, 1937 - 75 years  
 Mr Armand Chabot of St-Laurent, J.O. - April 5 th, 1928 - 84 years  
 Mr. Marcel Gagnon of St-Lambert de Lauzon - April 12 th, 1934 - 78 years  
 Mrs Thérèse Chabot of St-Mathieu - April 13 th, 1927 - 85 years  
 Mrs Jeanne-Mance Chabot of Vaudreuil-Dorion - April 13th, 1937 - 75 years  
 Mme Cécile Chabot of Québec - April 15 th, 1934 - 78 years  
 Mr Viateur Dorval of Québec - April 22 nd, 1930 - 82 years  
 Mr. Paul-Émile Chabot of Peterborough, NH, USA - April 22 th, 1917 - 95 years

Mrs Gertrude Brisebois of Ferland, SK - May 3rd, 1925 - 87 years  
 Mr Louis-Serge Chabot of Laval - May 3rd 1931 - 81 years  
 Mr Bernard Chabot of Rawdon - May 3rd 1937 - 75 years  
 Mrs Hélène Chabot of Québec - May 9th 1931 - 81 years  
 Mr Lionel Chabot of Victoriaville - May 10th 1933 - 79 years  
 Mr Denis Chabot of Bolton Ouest - May 10th 1937 - 75 years  
 Mr. Yvon Chabot of Lévis - May 24th, 1929 - 83 years  
 Mr Roland Chabot of Lac Beauport - May 24th, 1933 - 79 years

Mr. Paul-Henri Lachance of St-Laurent, J.O. - June 3rd 1931 - 81 years  
 Mrs Gisèle Chabot of Longueuil - June 13th , 1936 - 76 years  
 Mr. Henri-Louis Chabot of St-Georges de Beauce - June 20th, 1924 - 88 years  
 Mr. René Chabot of Eustis, FL, USA - June 21st 1925 - 87 years  
 Mr. Clément Chabot of Ste-Foy - June 28th, 1930 - 82 years

Compiled by *Luc Chabot*

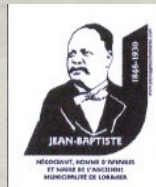


## Correction

Considering that we are always looking for the truth and that we are not infallible, we must make a correction in regards to Jean-Baptiste-Napoleon Chabot, former mayor of Lorimier. In our issue No. 7 of the newsletter Les Chabotteries, page 13, we have erred in establishing the genealogy of the latter: we misunderstood the person simply. So for those interested here is his revided pedigree.

Mistake was found by Diane Chabot-Pard (#9) and amended by Claude Chabot (#1)

## Genealogy of J.-B. Napoléon Chabot



#25686

### Jean Chabot married Jeanne Rodé at Poitou in France

On 01/23/1632 at Nalliers, Luçon, Poitou, France

Mathurin Chabot married on 11/17/1661 Marie Mesangé at Notre-Dame de Québec

Michel Chabot married on 01/23/1690 Angélique Plante at Château-Richer

André Chabot married on 03/11/1719 Catherine Boulard-Cambray at Rivière des Prairies

Michel-Ambroise Chabot married on 01/09/1747 Catherine Maillet-Maguet at Rivière des Prairies

Michel Chabot married on 10/10/1768 Marguerite Achain-Baron at St-Francois de Sales, Îles-Jésus

Remarried on 07/14/1791 Marie-Anne Caillé at Rivière des Prairies

Jean-Baptiste Chabot married on 02/05/1798 Louise Normandeau at Ste-Anne, Varennes, Verchères

Jean-Baptiste Chabot married on 05/10/1824 Rosalie Desjardins-Zacharie at Notre-Dame, Montréal

Jean-Baptiste Chabot married on 09/29/1845 Eléonore Brousseau at Notre-Dame, Montréal

J.-B. Napoléon Chabot married on 06/09/1869 Sarah Papineau at Notre-Dame, Montréal

Marie-Jeanne Chabot

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