

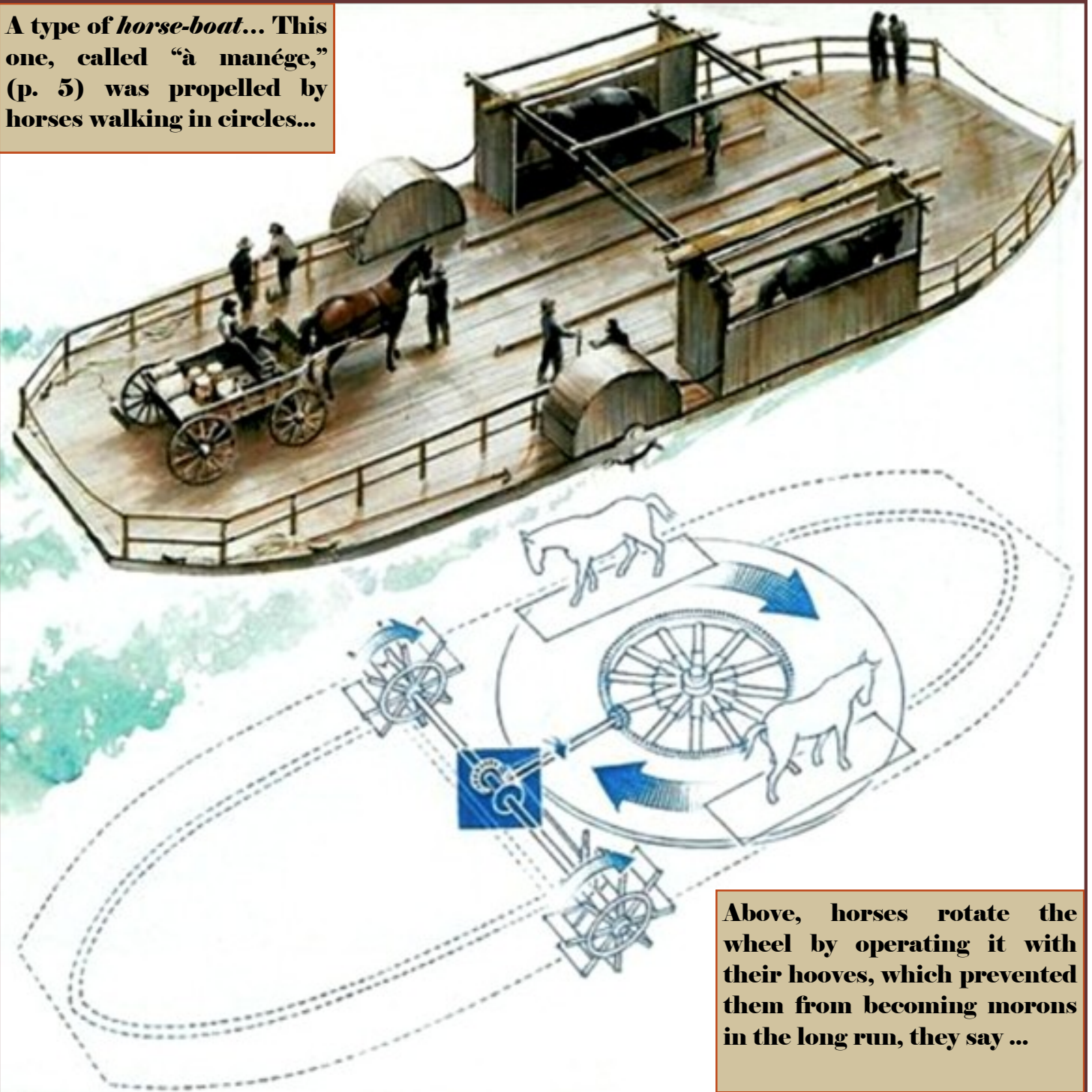


# Les Chabotteries

*Association des Chabot*

*No 20 Fall 2012*

**A type of horse-boat... This one, called “à manège,” (p. 5) was propelled by horses walking in circles...**



**Above, horses rotate the wheel by operating it with their hooves, which prevented them from becoming morons in the long run, they say ...**

Les Chabotteries is a quarterly newsletters published by the Association des Chabot.

**Association des Chabot and Les Chabotteries**

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Next issue is October 15, 2012**

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## President's Message



Good day to all!

I hope you had a great summer and that you stayed in shape. I would like to remind you that our sixth annual general meeting will be held October 7, 2012 in St. François-de-la-Rivière-du-Sud. I hope you will come in large numbers. We will be there to welcome you.

I informed you that several members of the Board will not renew their term of office. I said last year that I did not want to renew my term as president. Because I was encouraged by my colleagues to continue, I did agree to remain in place for another year, even though I already felt a slight lack of interest. In recent months, I felt that I am no longer comfortable in my position.

I have been part of the Association since the beginning, and I realized over time that I am not a natural leader, and I felt more comfortable assisting as second officer. I prefer to be directed and to assist rather than to provide guidance. During the past years, I have contributed to the development of our Association in doing research for the database, overseeing the production of the magazine and website, and ensuring the translation and distribution of the English version of the newsletter for our English-speaking members.

For some time, I have found that I'm running out of energy. It is not without regret, but with a bit of sadness that I am about to leave, for a while at least. The Association has allowed me to experience and work with people who are dedicated to the search for the roots of our large family: "**Chabot.**"

In closing, I would like to thank all the staff who supported me over the last two years. Without them, we would have had some difficulty to keep our website and newsletter alive. I would like to encourage those who have ideas or stories to share with us, to send them to our editor and webmaster, Mr. Marcel Chabot, at the following address:

[www.webchabot.com](http://www.webchabot.com)

See you soon to shake your hand at the general annual meeting!

*Luc Chabot*

## Editor's Message



Good day!

It appears that by the time you receive this issue, the Association will have already celebrated its fifth year of existence, thanks to Claude Chabot our former President, a passionate man, and a handful of volunteers dedicated to this cause. We must tip our hats to them.

As for me, who joined the group while the train was running, I am fortunate to participate in the formation of this association while it's still in its infancy. Talent and goodwill are not lacking in the Chabot family, and I am confident for the future. However, we as members, should not, as it happens too often, rely entirely on the small team that's in place to move the boat. You must be involved. The next annual general meeting will be an opportunity for each and everyone who wants to put their shoulder to the wheel, according to their interests, talents, and availability, providing concrete service. To this end, I asked the organizers to provide participants with a form in which they can record the type of assistance they want and can provide: solicit members, write articles, conduct interviews, provide Topic articles from local events, and so on. As for me, I would appreciate having a network of reporters in different regions of Quebec and elsewhere to feed me news and articles of all kinds for the magazine and website. There are dreams that sometimes become reality!

In this issue:

**André Goggin**, will be completing his article from newsletter no. 18, and will tell the story of Julien Chabot and the horse-boats.

**Diane Chabot-Pard** introduces us to two representatives of the family that were honored by having parks named after them.

**Claude Chabot** tells us about the brilliant performance of a young athlete, Rosalie Chabot.

**Marcel Chabot** presents, in a second article, another aspect of the life of Jean-Marie Chabot, a contractor for the Bellechasse region; and takes a brief look at filmmaker Jean Chabot.

**Jean-Louis Chabot** reveals the origin of the term "coup de Jarnac."

*Marcel Chabot*

## Julien Chabot and the Story of the Horse-Boat



In our spring 2012 issue, we spoke about the temerity of the brothers Laurent and Julien Chabot during their service as boatmen on the St. Lawrence River in winter. In this article, we will discover their other qualities: their go-getter side, their business sense, and their social implications. Ambition, and most of all obligation

forces them to imagine new plans for making a living during the summer.

Since 1809, well before the arrival of the Chabot brothers in Levis, important entrepreneurs, (among them the powerful company of John Molson with his steamship the *Accommodation*) assured a ferry service for the summer season between Quebec and Levis. The summer season begins after the melting of the ice bridge during the last two weeks of April and continues up to the feast of St. Catherine on November 25.

The ferry service by steamboat was regular, but it was not suited to everyone. It was too expensive for the less wealthy, and did not leave enough time for the unloading of livestock (destined for slaughter) and diverse merchandise (firewood, agricultural products, lime, etc.)

From the United States came the idea of crossing the river using a modern invention, the horse-boat or "bateau à manège." It was, in fact, a boat propelled by horse power. Already in Halifax, from the 1820s, a ferry by horse-boat named the *Sherbrooke* operated between the towns of Halifax and Dartmouth in Nova Scotia. A little later, one was used to cross Lake Memphremagog.

James McKenzie, a Scotsman, was one of the first to launch into the commercial operation of a horse-boat.

James McKenzie, owner of the *Lauzon* hotel in Levis, already had a steamboat, the *New Lauzon* which crossed between Quebec and Levis. But the horse-boats were a big competition to the *New Lauzon*. Their prices were not as high; and the country folk, to save a few pennies, crossed by horse-boat rather than by the *New Lauzon*. McKenzie was not a man to neglect small profits. As he did not want to lower the price of the *New Lauzon* tickets, he decided to build a horse-boat. Thus, he was assured to retain his rich clientele for his steamboat, and to take a large

part of the clientele who wanted to cross cheaply. It is his horse-boat that is illustrated by the 1831 watercolor of James Patterson Cockburn, who was a military artist in charge of work which is today assigned to a photographer. This soldier-painter left to history two works where a horse-boat was illustrated, but both seem to be painted in 1829, before the Chabot's began their adventure.

Julien Chabot was thus not the first to go into the horse-boat business. He had just arrived in Levis with his brother Laurent. He needed time to see all the possibilities of this type of ferry, and most of all, to find the necessary funds.

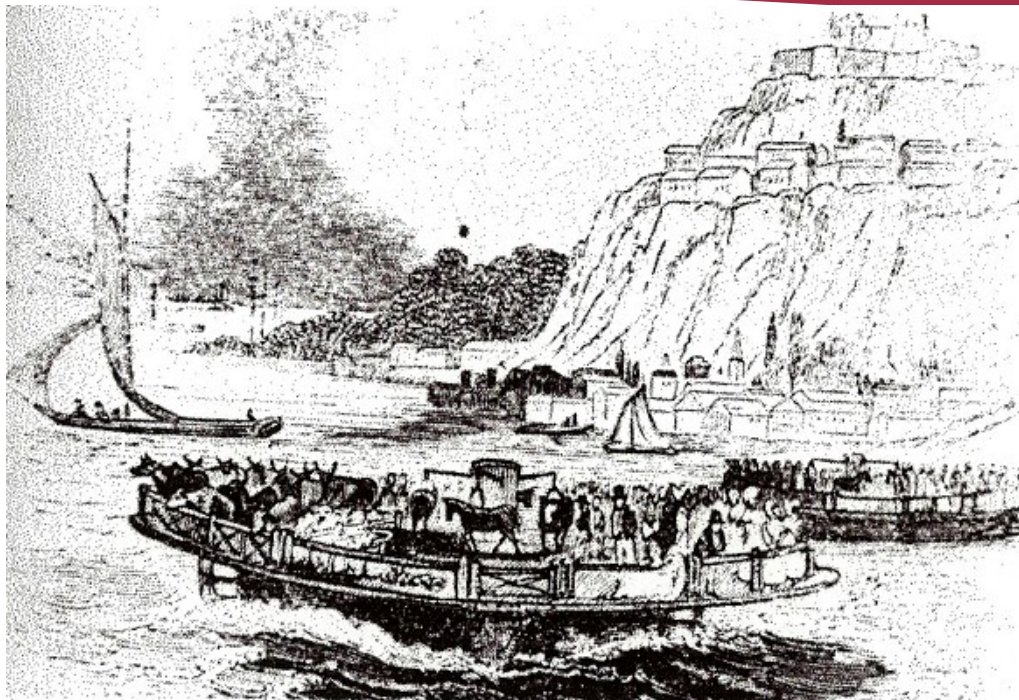
Julien did not venture out alone. He teamed up with his friend Augustin Begin. We remember that his brother and their friend Augustin managed to save, in an extremely dangerous situation, five people whose boat had overturned on the river on March 17, 1832, a feat for which medals for bravery were conferred on them.

It is not known which of the two colleagues took the initiative, nor at exactly what moment they decided to take the plunge. We were not able to find their notarized partnership agreement. On the other hand, a notarized contract of April 14, 1838 informs us that Augustin was recently deceased and that his widow desired to continue her husband's work. Nowhere is the name of Laurent, the older brother, mentioned. In our opinion, his role, if any, was secondary.

Offering a ferry service required a big investment for two young men. Several incidents of note of this period show that Augustin's father participated actively in the financing by lending money to the two young entrepreneurs, or by arranging loans from the wealthy. Julien's father, a farmer on the Isle of Orleans and father of a family of 18 children, could not help his son.

### What is a horse-boat or "bateau à manège"?

During the 19<sup>th</sup> century, the English term "horse-boat" was the only one known in Canadian-French society. The word horse-boat translated into French is "bateau à manège," and not "bateau à managé." That French expression was totally unknown at the time. Because all the documents of the period (narratives, newspapers, and notarial contracts) only refer to the English expression, that is the one we



**Sketch of "Horse-boat Elzear" in service in 1840. The "bateau à manège" was propelled by horses. The cattle were penned at one end of the bridge; the passengers sat at the other end. (Public Archives of Canada).**

will use, as we are faithful to our habit of always referring to the manners and habits of the period.

The archivist Pierre-Georges Roy defined horse-boat as: "It was quite a primitive boat. The horse boat was an ordinary barge with a paddle wheel on each side. These wheels were set in motion by a type of shaft which itself turned by means of another gear wheel placed in the flanks of the barge which was driven by two, three, or even four horses. The poor beasts furnished all the effort they could give, but during bad times and strong currents the boat did not advance. The passengers, impatient to arrive at their destination, then helped the horses. The horse-boats did not have the advantage that the steamships had of crossing the river in a direct line. They had to follow the current, and the crossing sometimes lasted an hour, two hours, or even more. Also, the horse-boat, often blown off course by the west wind, drifted to the Isle of Orleans instead of going to Quebec. The horse-boat then had to wait for the next tide, to return to Quebec or Levis, which meant a considerable loss of time for the unhappy passengers."

### Operation of a horse-boat

Not everyone could think of converting animal power to put it to the service of man to cross a body of water. A well-researched American book informs us of the inventors, the different techniques, the suppliers, the costs and difficulties. Reading this book shows us the numerous obstacles to overcome and, in an indirect way, allows us to discover the qualities that were necessary to launch into this venture.

The business at the origin of most horse-boats was located in Troy in the state of New York, on the Hudson River. It was, therefore by

Lake Champlain and the Richelieu River that the invention came to us. A *horse-boat* is not purchased. One would buy the mechanism that moved the barge that was used for transportation and that was called a horse-boat. The patent protected gears were made of steel. The manufacturer sold his invention for 350£ and was paid by the buyers to come to install it, as it was an engineering task which necessitated expertise. Thus, to adapt the mechanism to the barge, collaboration was needed between the American supplier (who did not speak French) and the entrepreneur from Canada (who spoke almost no English). The buyer had to be a "fast learner" and a "seasoned inventor," as he had little time to learn how it functioned and how to run it by himself in case of eventual breakdowns. It was several days by horseback between Troy and Quebec, and the American lived too far away to provide support after the sale.

The operators incurred high costs for that era. It costs them several thousand English pounds to equip themselves. As state subsidies to businesses did not exist, they were required to finance the

barge, the horses (in sufficient numbers to make the return with rested ones), the horse feed, the grooming, the salaries of the crew, the frequent repairs to the ferry, and other expenses. Each barge also had to have its own dock. It was necessary for them to regularly replace the flooring on which the horses walked, as they couldn't let a floor board break and cause an injury to one of the horses. The current of the river would then have brought the poor travelers for an unplanned visit to the Isle of Orleans.

Crossing a river with the tides and currents was much more difficult than crossing a lake. They had to take advantage of the end of the tides, the moment the river was most calm. They had to leave some room to maneuver while going against the current. They, therefore, needed nautical abilities. No one wore life vests. It is not certain if the crew or the customers knew how to swim.

It was also necessary to have knowledge of and be familiar with horses. Usually, two or four horses were used, distributed evenly on both sides. The poor beasts were doomed to look at each other from behind. The horses had to follow the same rhythm when they worked, or the ferry would take the wrong angle and go off course. For turning maneuvers and boarding, the horses were forced to accelerate by discreetly applying the use of a whip.

It was necessary for the crew to be "of pleasant demeanor" with the customers who made the crossing. Sometimes there were ladies, children, and clergy. It was, therefore, very important for the crew to monitor their religious vocabulary and their good manners. The crew also had to be suitably dressed.

### After the horse-boats

The speedy progress of the steam engine industry rapidly ended the story of the horse-boats on the river. The last ones would have been stored away around 1842. Foreseeing the end, Julien was the first to equip his horse-boat with a steam engine. Jean-Baptiste Beaulieu competed with him, and in 1844 Julien responded by having the *Dorchester* built. It was a big ferry propelled by steam and stayed in service for five or six years. As we know, it served to bring pilgrims to St. Anne-de-Beaupre to ask for favors. Afterwards, during the 1850s, Julien used boats for towing purposes in the harbor of Quebec and on the St. Laurent. In 1863, Julien became the principal organizer of a company of tow boats on the St. Laurent, and his son Julien became a business associate in his companies.

### Julien Chabot, son

Like his father, Julien was attracted to the river. He was the manager of the company of tow boats of the St. Laurent and of the company which succeeded it, the *Richelieu and Ontario Navigation Co.* He was elected Churchwarden of the parish, and Alderman of the city. He was involved in Federal politics in 1874 as conservative candidate in the county of Levis where he ran against the poet Louis Frechette who defeated him by 81 votes.

### Their Social implications

The South Shore developed rapidly with the coming of the *Grand-Tronc Railway* company. The population moved and it was time to create a new parish. The train, which was in its early stages around 1850, took an incredible leap and thus became the fastest means of transportation over long distances. On the North Shore, there were no trains that went to Quebec despite the fact that the city of Quebec was the seat of the United Canada government of 1852–1856 and 1859–1866. One had to pass through the town of Levis. The construction of the Quebec Bridge was not to be completed until 1917.

Laurent was very skilled in his investments, and was recognized as being very thrifty. He lived to the advanced age of 94, always in his first house on St. Catherine Street, which was acquired during the first years of his marriage. He never had children, and was recognized for his great generosity.

The *Grand-Tronc Railway* provided railway traffic on the south shore and passed near the crossing in front of Quebec. Like a few of his neighbors, Laurent probably benefited from the coming of the *Grand-Tronc Railway* by selling to them, at a good price, the land that he had the foresight to buy earlier. He saw the winds of change coming.

In 1850, the two brothers generously assisted Monsignor Deziel in the construction of the church of the parish of Notre-Dame-de-la-Victoire of Levis. Making public donations that were important to the community was an excellent means of standing out while climbing up the social ladder. They donated a large part of the land necessary for the construction of the church. Julien was less wealthy than his brother, but he did not hesitate to mortgage all his property to hasten the construction of the church as did five other fellow citizens. Julien and Laurent, militia captain and merchant respectively, were appointed trustees to lead the construction. Together, in

addition to the land, the two brothers advanced 700 of the 1900 pounds needed. Moreover, they sponsored the first church bells. At their deaths, they, as well as a few members of their families, were among the three hundred people buried in the caves of the church. Two streets were named after the two brothers at Lévis: St. Julien, and Chabot.

Hats off to them!

*André Goggin*



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## The coup de Jarnac



This event occurred during the historical period known as the Renaissance era during the XV and XVI centuries. It involves Guy Chabot, Baron de Jarnac, who led a lifestyle beyond his financial means. It was rumored that he was "a kept man" by his father's second wife (Jarnac's own stepmother), who more or less funded Jarnac's lifestyle. People have interpreted that as meaning he was the gigolo of his stepmother and that there was an incestuous relationship between the two. The news spread. An investigation revealed that François de Vivonne, Lord from Châtaignerie was actually the originator of this rumor. The two men who were gentlemen devoted themselves to the royal court.

The King of France, François 1<sup>st</sup>, baited Guy Chabot by raising the question. The latter replied that De La Chataignerie was a liar causing Chataigneire to challenge Chabot to a duel to defend his honor, and Chabot accepted the challenge.

As the king of France, François 1<sup>st</sup> had always prohibited dueling. it was only after his death in 1547, that the fight was fixed for July 10, 1547 upon approval of King Henry II. It was the first time since King St. Louis was the judicial, that dueling was permitted. A duel to the death would determine the guilty party before God and men. Both sides had 30 days to prepare. The Châtaignerie, ten years older than Guy Chabot according to some sources, was the best blade in France at the time. Others added that he was big, brave and valiant. Confident De La Châtaignerie relaxed and partied. He was so confident, in fact, that he had prepared an extravagant feast to be held after the fight.

For his part, Guy Chabot took fencing lessons from an Italian master. Being a religious man, he spent much time in churches and monasteries asking people to pray for him. The duel took place in the castle of St. Germain-en-Laye, on July 10, 1547 in front of the King and the whole court. The offended Guy Chabot had the choice of weapons, and opted for the sword, a shield of steel, a glove, a helmet and also a coat made of fine mesh.

Continued on page 16 ⇒

## Portrait of an entrepreneur: Part 2 - Time for a career (1967-2009)



The interview in the spring of 1967, which was to determine the career of Jean-Marie Chabot was not prearranged. Mr. Emile Métivier was a man of action who did not bother with the usual formalities. He put aside the CV (résumé) presented to him by the future engineer, and had a discussion like a father and son. He listened as Chabot explained his past work experience before asking the question, "What would an engineer do for us at the *Industries Provinciales*?"

"He would see how to improve production costs and thus contribute to the expansion of the company," replied the applicant. This answer pleased the businessman who hired him on the spot.

His term of service, as a summer job, was to identify, in every corner of the factory, possible areas of improvement. He regularly reported his findings to the boss. When he noticed that executives and employees were concerned about his actions, he decided to earn their trust. As he did not want to be rejected as an imposter, he worked alongside of them, not fearing the dirt or grease. At the end of his studies at the university in 1968, he officially became the first engineer of the *Industries Provinciales* (soon to be known as *IPL Inc.*) and was named to the Board of Directors.

When he analyzed the flaws and failures in the operation of the industry, he had observed that the greatest handicap to its development was the lack of water needed for cooling the molds. The 4-inch pipe that carried the water from a pond located on the heights of the village was proved to be inadequate, especially as it introduced all kinds of dirt and even small fish which regularly obstructed the piping system. He had to solve this problem quickly. The apprentice engineer attacked this problem primarily to find a resolution. He had noticed, not far from the convent where the nuns had taught him the previous year, that there were three artificial lakes with an adequate depth. They were supplied by Green Lake, a larger lake, that was located some distance away.

The challenge was to convince the nuns of the community who owned the convent, the *Congrégations de Notre-Dame du Perpetuel-Secours*, to give their permission to do this important work, which would require the complete emptying of the three lakes. The accountant Sister, Sister St. Joseph, that he went to meet with, came around easily in favor of the growth of the community of St. Damien and granted him permission, on the condition that everything would be put back in place as before. What was said, was done.

But the most difficult challenge remained to get the easement right to install the new 8-inch pipe on a dozen properties. They had to cross these properties to reach the factory. Again, Chabot knew so well how to persuade them, even at his young age and the fact that he was a stranger in the village. He was able, in a short time, to persuade all the concerned owners of the need for such a large work despite the hassle that all this would momentarily cause them. From that moment, in the fall of 1969, existing machines rolled smoothly without interruption and they could expand. In a short time the production grew by 50%. The small family business that employed, up to now, about one hundred people and whose annual sales was about \$900,000, was now back on track and reached profits of \$3.5 million 20 years later.



**IPL Inc.—Operation plant of the Industries located at St. Damien-de-Bellechasse where they manufactured the plastic pieces. This is where Jean-Marie Chabot started his career as engineer in 1967 in the family business created by Émile Métivier.**



A direct consequence of this increase in the production, soon became evident that it was necessary to expand the factory for new machines and to store the parts from their massive production. In less than five years after he was hired, a new challenge was facing the man who had led the first revival. It was in the spring of 1971, that the major work of Manic 5 dam was completed. Contractors for Hydro-Québec were selling at a low price some imposing steel structures that had served as refectories along with the sleeping quarters for the workers in the dam. Jean-Marie, who had heard of the pending sale, informed his boss; and they decided to purchase some of the structures. They had to transport them to St. Damien where they were rebuilt on concrete foundations constructed for this purpose. At a reasonable cost, the company had acquired the ability to grow and develop.

In this same year in 1971, Mr. Emile Métivier died. His four sons: Remi, Clement, Benoit, and Julien, took over. Some time before, Jean-Marie asked the boss to grant him shares of the company as a reward for his efforts and loyalty. As it was late to meet his expectations, he bought land in a neighboring parish, for the purpose of settling there. Métivier, having heard about this purchase, brought him to his bedside and promised that once he died, Chabot would get a lot of company shares, but on the express condition that he would sell the land he just purchased and that he would build his house in the village of St. Damien. This promise was kept by Benoit, the son who succeeded Emile as president. Moreover, it was often pointed out by Jean-Marie during the long conversation that was at the origin of this Article, the four brothers at the head of the new thriving business, had always dealt with Chabot with respect and friendship, giving him their trust.

Chabot, an unconditional follower of the philosophy that research and development are at the heart of any successful business, was responsible for the creation of more than 500 products during his career at *IPL Inc.* (many of which have been patented: 16 in Canada, 11 in America and 5 in European countries). To mention a few of them: in the 1970s, along with a young business leader named Laurent Beaudoin of *Bombardier Inc.*, Chabot participated in the design of the company's first snowmobile polycarbonate. He was in-

involved in the creation of the first home grocery delivery service (together with *Steinberg* grocery store). He was also involved with the creating of clamshell chairs, solar products, and house ware collections designed by André Morin.

Then he started a small revolution in the maple syrup industry with Laval University's Denis Desilets. They designed connectors, pipes, and machines used to create a vacuum in the piping network that connects parts of maple sugar taps.

During the 1980's and 1990's, Chabot developed various products for commercial fishing and parts for the automotive industry (especially one for the *Ford Motor Company* which was *IPL Inc.*). Then came rolling bins, those used for recycling bins, plastic containers for the food and chemical industry, and chicken coops. The list goes on...

One of *IPL's* achievements in which Jean-Marie had participated and promoted in his career was swarming (spreading as a swarm of bees). With his bosses, the four Métivier brothers, he instigated and encouraged the establishment of small family businesses that were responsible for various tasks that the large factory could not or did not wish to do anymore. They did various tasks such as, machining, packaging, painting, transporting, and manufacturing of molds. Over 3,000 people worked in fifty enterprises of various sizes that were built in the region of St. Damien. The retired *IPL Inc.* employee speaks with pride of this achievement which, according to him, was a perfect example of the impact that an average company can have in the community, where the financial gain is not the only objective.

Having made the development of the plastics industry a personal matter, Chabot wanted to get involved in training. In 1987, he founded the School of plastics in *IPL Inc.* Founding president of the Center for Plastics Bellechasse, he also served as a major participant in the establishment of the Plastic Fund for the launching of the Plastics Processing Certificate at Laval University.

Since his start in *IPL Inc.*, Jean-Marie persisted in his actions, his words, and example, to maintain a healthy relationship with employees.

It helped, participating in the negotiation of collective agreements, to promote a healthy working environment which is a guarantee of long-term profitability. As he told me, they had no labor dispute, that would create tensions in a small community, to tarnish the environmental work, except one that lasted seven weeks that all employers and employees, regretted.

Never at rest despite health problems (shoulder surgery in 2002 and open heart surgery for a triple bypass in 2003), he became involved in the community of St. Damien for different causes: President of the centenary celebrations in 1982 (for this event, he was able to convince the *Snowbirds Squadron* to give a show at St. Damien as headliners for the festivity); Founding President of the O.T.J. (*Organisation des Terrains de jeu "Playground organization"*); founding-director of the Bellechasse Golf Club; director then President of the Caisse Populaire Desjardins of St. Damien; President for the operation Red Nose...

He also, during his entire career, traveled in many European countries, Asia, and several states of our American neighbors looking for new ideas to improve production and develop new products, always in the context of development and innovation. This was the key to his success. Since 1970, *IPL, Inc.* operates a sugar shack, making over 90,000 cuts so far, that has served and still serves him to test the equipment; designs and to improve production of the maple industry. When we asked him why, at the age of retirement, he still spends so much of his time, he says that for him this is a hobby. He is also a seaplane pilot...a little daredevil...sometimes buzzing the treetops...

Married in 1967 to Martha Fradette of St. Damien, who gave birth to four children, 3 boys and 1 girl, Jean-Marie is now six times a Grandpa,. A seventh birth is expected on August 11, his birthday. His family, who forms a solid core, is his pride.

At the end of our interview, I asked my nephew what he had felt the day he left the company in which he had worked all his life, putting all his heart, to the point of using him prematurely like his father, having heard on my side that everything had not

gone as he had hoped. His face clouded for a moment, then he smiled...understanding, I did not insist any longer...Times have changed and bosses such as Émile Métivier are incredibly rare!

The next article will discuss more in detail about *CDL, Company*, a father-son combination who became a flagship for the Quebec maple industry.

*Marcel Chabot*



**The entire family, from left to right: Marc-André, Sophie, Martin, Vallier, Jean-Marie and his wife, Marthe Fradette**



**The grandchildren: first row, Loïc (Martin) and Thomas (Vallier); middle row, Samuel and Laura (Marc-André); rear row, Hélié (Martin) and Maryka (Vallier); a seventh (Sophie) is on her way and expected on August 11, on grandpa's birthday.**

## A park to pay him tribute...



Diane Chabot-Pard, Claude's (our founding President) indefatigable collaborator, made amazing discoveries of unusual ancestral documents that should be published. Recently, it was discovered that 6,000 kilometers away, two parks bear our surname that commemorate the work of two descendants of Mathurin and Marie Mésangé.



Picture: Diane Chabot-Pard

The first, *Parc Chabot*, is located in Montreal-Nord (now borough of Montreal). It was named to honor a humble priest who did much for the people of the parish of St. Gertrude during the 14 years that he was the pastor. He was Horace Chabot, son of Joseph-Horace Chabot and Celina Boucher. He was born on February 7, 1890 in St. Louis de France (Montreal). He was ordained priest by Bishop Paul Bruchési, archbishop of Montreal, on May 29, 1915 after his studies at the Grand Séminaire. He then held various positions:

- In 1915, professor at the College of Montreal;
- In 1916, priest of the parish Visitation in Montreal;



Horace Chabot

- In 1917, priest at the Marie-Reine-du-Monde Cathedral in Montréal and officiating priest at Ste. Gertrude Church at Montréal-Nord;
- In 1922, priest at the Ste. Stanislas Parish in Montréal;
- In 1933, officiating priest at Marie-de-la-Réparation Parish in Montréal and also at Greenfield Park Parish in

Longueuil;

- In 1934, chaplain of Catholic Women's league;
- In 1935, chaplain for the Hochelaga convent school of Montreal;
- In 1939, pastor at Ste. Jeanne-de-Chantal Parish at Pointe-Claire;
- In 1942, Pastor of Ste. Gertrude in Montréal-Nord;
- In 1956, Pastor of Notre-Dame-des-Neiges in Montréal.

On May 18, 1965, he resigned his position as pastor and became chaplain of the Montreal Heart Institute. On October 10, 1975, he finally retired and lived in the rectory of the parish of St. Octave Montreal. He was hospitalized on August 23, 1979 at Ste. Germaine Cousin Hospital in Montreal. He died on September 7, 1979.

The achievements of Horace Chabot are numerous. Among these may be mentioned the opening of a school for boys in 1950. Thanks to his intervention, and the arrival of the religious to supervise it. Then, in 1951, the construction of the Recreation Centre of Ste. Gertrude, organization was to centralize sports and the cultural center, which was inaugurated by Cardinal Paul-Émile Léger and the Honorable Paul Sauvé, Minister of Youth. The park dedicated to him therefore, acknowledges the commitment of the priest who was dedicated and active in ensuring that the youth of the community have fun in the great outdoors in a safe and healthy environment.

The second, **James Chabot Provincial Park**, is located at the western end of the country, in British

Columbia. It was named in honor of James Roland Chabot (known as Jim), born May 8, 1927 in Farnham, Brome-Missisquoi, Quebec. He was the son of Gustave Chabot and Blanche Bernier.

It was during the 1950's that he went to settle in British Columbia. For a time, he was employed by a Railway company as a supervisor. He served in the Social Credit party without interruption in the electoral districts of Columbia and the Columbia River from 1963 to 1983. He held successively offices in the Ministry of Labor, the Department of Resources, the Department of Mines and Petroleum, and the Department of Land, Parks and Housing. In 1973, he ran for the leadership of the Social Credit Party of British Columbia (in Quebec, it is recalled that the party had its heyday under the leadership of Réal Caouette and Camille Samson), but was not elected leader. After eight successful terms, he did not stand for election in 1986. He died at his home in Invermere, in October 1989, at the age of 62.

The *James Chabot Provincial Park* bears his name because of the actions he had taken in his term



**James Chabot**

primarily as Minister of Lands, Parks and Housing. His contribution to the development of this part of the country and the province was certainly recognized as being important enough that he be given such an honor. This park is located in Invermere at the northern end of Lake Windermere in the Columbia Valley, in the East Kootenay region.

Text written by *Marcel Chabot*

As per the information provided by

*Diane Chabot-Pard*

And found in Wikipédia

## Tribute to a young athlete

**It is a proven fact that genealogy interests all, especially the elderly, perhaps because they have more time to devote for the research of their roots. We often forget to talk with representatives of the younger generation, to mention their brilliant successes. We are sometimes quick to criticize our youth instead of applauding their successes. Here is a young girl from the Beauce area who deserves our admiration and encouragement!**



On March 24, 2012, at the gala of the Regional Federation of the National Capital/Chaudière-Appalaches, *Rosalie Chabot* (daughter of Jocelyn Chabot and Sophie Veilleux) of the Figure Skating Club of Beauceville, won the trophy and the title of skater from Skate Canada

Competitive U-14 (under 14 years) for the 2011-2012. In addition, she was awarded a Méritas scholarship and earned a spot on Team Quebec and obtained a gold medal for the dancing event.

On April 28, 2012, the Gala Winners for skating Quebec took place in Shawinigan. Rosalie Chabot received an honorable mention for her title of Canadian Vice-champion category Pre-Novice 2011-2012. Finally, on May 18, 2012, during the Evening Beaucevilloise, she earned a Municipal Merit winner award.

The information and picture of this young skater have been taken from the following website:

<http://sites.google.com/site/wwwccpbca/clin-d-œil-sportif/beaucevillois-2>

News reported by *Claude Chabot*

## Jean Chabot, filmmaker



Born in St. Jean-Baptiste de Rouville in 1945, Jean Chabot was a director and writer known for his remarkable documentary that incisively posed a critical eye on the Quebec society. Marcel Euvrard wrote about him in the *Dictionnaire du cinéma québécois* (Dictionary of Quebec cinema): "Chabot seeks to understand the thinking behind and the ramifications of their choices in regard to economics, politics or society, that produces unemployment, poverty, corruption, violence, war, and dependence [...] (His films) talk about fragility and anxiety. As with poetry and music, they play on the emotions." He passed away on October 11, 2003 at the age of 58 due to leukemia.

The filmography of Jean Chabot, as director and screenwriter is impressive, although he died at a young age.

### His films

- 1971: Mon enfance à Montréal
- 1975: Histoire de pêche
- 1975: Une nuit en Amérique
- 1977: Samedi – Le Ventre de la nuit
- 1978: Mardi – Un jour anonyme
- 1978: Le Ventre de la nuit
- 1979: La Fiction nucléaire
- 1982: Le Futur antérieur
- 1987: Voyage en Amérique avec un cheval emprunté
- 1988: La Nuit avec Hortense
- 1995: Sans raison apparente
- 1997: Notre-Dame des chevaux
- 2000: Mack Sennett, roi du comique\*

### His screenplays

- 1971: Mon enfance à Montréal
- 1975: Une nuit en Amérique
- 1979: La Fiction nucléaire
- 1982: Le Futur antérieur
- 1987: Voyage en Amérique avec un cheval emprunté
- 1995: Sans raison apparente
- 2000: Mack Sennett, roi du comique\*

He was an actor in the film *Voyage en Amérique avec un cheval emprunté* (translated title: Travel through America on a borrowed horse). He also wrote many chronicles about cinema in *Le Devoir* newspaper and published articles in several magazines in Quebec.

Shortly after his death, Mrs. Marie-Claude Loiselle wrote a very eloquent, well received text about Jean Chabot, the filmmaker. This text describes how excellent a man he was and how he embodied the motto of our Association: "Go to the bottom of things." (*Allez au fond des choses*) Some excerpts follow:

How we regret and shall not forget the loss, October 2003, of our colleague and friend Jean Chabot, who was for us and for many others a major figure of our Quebec cinematography. We remember a man whose speech and writing was full of distractions and flights of fantasy. He was always sharing his playfulness and intense visionary thoughts. Filmmaker, but primarily intellectual, he was a spiritual and indefatigable investigator of our collective Quebecois. He was constantly haunted by the prospect of our memory fading until we lose what we are as a nation.

He had an unrestrained mind, and appeared to be a frantic creator. He had so much to achieve, and was pressed by an unlimited thirst to name and show things. A few days before his death, weakened but still determined, he went to Sodec (Society of development of the cultural companies) to submit a project to be his last words: it was a script for a film about the painter Ozias Leduc (one of the most important painters in the Province of Quebec) titled: "L'homme qui pensait mourir" (The man who thought he was dying). Jean Chabot wanted to believe in it. He wanted to live.

A man like him doesn't accept death, or fatal verdicts. Given the current state of our cinema, which he noted with dismay, its inability to produce images capable of "impacting the memory of the audience," while too many images seem to have "nothing to say whatsoever" just like what's happening in our world today, "A world that was defeated in [our] eyes "and where there is more than"

the silence between people. His lucidity, marked by anxiety and pessimism, however, never left room for nostalgia nor defeat. He could not stand indifference to the fatalism which leads to all those who "have made up their minds." ...

The great strength of Jean Chabot's focus on things was to extract reality that escaped others; to ask questions that nobody wanted to ask except him. So he often said that what was most fascinating were the answers that they did not give. His thirty five years of creation were for Jean Chabot, a necessity to bring into light what we do not see or we do not know how to see any more. He was fighting against the silence and oblivion." ...

His way to challenge fate was to accept completely, with a generosity and a remarkable righteousness, his role as a man, citizen, and responsible artist, for which he had invested his energy for all of us, as he projected himself and his work beyond its own limits. This is why he had around him, only friends and people who respected him.

The ways that Jean Chabot opened the movies and the written words are fascinating and uncountable. It is up to us to continue on the paths which Jean Chabot opened to us. They are calling us...

This text is a summary of the articles that have been published in the newspaper *Le Devoir* dated October 18 and 19, 2003.

It was found on the following website:  
**[www.revue24images.com/ancien/chabot116-117.html](http://www.revue24images.com/ancien/chabot116-117.html)**

*Where you will be able to read it all.*

The site of the National Film Board (NFB), contains other interesting information about him. You can even watch some of the films produced by Jean Chabot. This is the organization that has produced them.

**<http://www.onf.ca/explorer-tous-les-cineastes>**

**Note about Max Sennet**

Mack Sennett, whose real name is Michael Sinnott was born in Danville, Quebec January 17, 1880 and died on November 5, 1960. He was the son of an Irish immigrant who worked as a blacksmith.



**Jean Chabot,  
le regard perçant de celui va au fond des choses...**

The sharp eye of one who gets to the bottom of things ...



In 1912, Sennett founded the Keystone studio in Hollywood which advanced the career of many legends of the silent film era, the most famous of which was Charlie Chaplin. Sennett created hundreds of short silent films in which he often played himself. Those of you who are my age, may have seen some when you were a kid, when they were shown in church halls. Many are small masterpieces full of humor and action. It may be good to review them from time to time.

Wikipédia site in regards to Mack Sennett:  
**[http://en.wikipedia.org/wiki/Mack\\_Sennett](http://en.wikipedia.org/wiki/Mack_Sennett)**

*Marcel Chabot*



Here is the obituary published in the daily "LeSoleil" on June 6, 2012 about Sister Daisy Chabot, the daughter of one of the most famous doctors of Quebec campaign, Dr. J. A. Noé Chabot, himself passed away at the venerable age of 97 years (An article was devoted to him in the third issue (June 2008 of our newsletter).

*Sister Daisy Chabot (Marie-Emmanuel, o.s.u.)  
1908 - 2012*

At the Ursulines Monastery, June 5, 2012, at the age of 103 years, Sister Daisy Chabot (Marie-Emmanuel, osu) died. She was the daughter of the late Dr. Noé Chabot and the late lady Annie Lagueux of Ste. Claire-de-Dorchester. She is survived by members of her religious family, her brothers and sisters: late Rita (late Valère Audet), the late Arthur, late Véronique (late Eugène Marquis), late Jacqueline, late Justine (late Antonin Marquis), late Pauline (late Laval Langlois), the late Charles (the late Monique Van Overtveld) and Charlotte (the late Gerard Coriveau); nephews and nieces of the Audet Family: Andrée, late Jeannot, Renee, Michelle, late Clément Gérard and Charlotte; nephews and nieces of the family Marquis: Monique Louise, Yves, and the late Jean and the late Michel; nephews and nieces of the Langlois family: Pierre and François; nephews and nieces of the Chabot family: Danielle, Edith, Suzanne. [...] The funeral was held at the same location on Thursday, June 7, 2012 at 1:30 and burial took place at Notre-Dame-de-Belmont Cemetery. The families and the Ursulines Congregation of Quebec, sincerely thank the staff of the infirmary of the monastery of Quebec for their support and excellent care of Sister Mary Emmanuel. [...]

### Reminder!

Please note, the address of the website for the Association des Chabot has changed as of June 30. The new address is:

<http://www.webchabot.com>

You will now find both the French and English versions at the same address. Make sure to include it in your favorites. Thanks!

## Annual general Meeting: Reminder

You may have already noted on your calendar the day and date of the annual meeting for the members of the Association des Chabot, their parents, friends, and acquaintances who are associated with this great family.

It will be held on October 7<sup>th</sup>, starting at 10 o'clock. We will be happy to welcome you at 457 Chemin St-François Ouest, St. François-de-la-Rivière-du-Sud which is not very far from Montmagny.

If you have not already registered, we invite you to do so without delay by sending to the head of the organization the coupon that accompanied the previous issue (19) of Les Chabotteries. Please enclose your check or money order. Send your registration before September 1, so we may make arrangements with the caterer.

Christian Chabot, vice president,

131 Rue Principale

St-Lazare de Bellechasse, QC

G0R 3J0

[christian-chabot@hotmail.com](mailto:christian-chabot@hotmail.com)

You can find all the information necessary for registration (invitation coupon) at the Association's website:

[www.webchabot.com](http://www.webchabot.com) (Announcements section)

Those who do not have access to the Internet may obtain information by contacting directly Mr. Christian Chabot at the following number: (418) 883-2893.

We hope you will come in large numbers again this year!



From page 7— *The coup de Jarnac*



**Guy Chabot,  
baron de Jarnac**

After a lengthy preparation and a long ceremony, the opponents met. During the attack of François de Vivonne, Jarnac struck a blow with the back of his sword and split the shin of his opponent. Some say there was a crippling blow to the back of the left knee and another to the right calf. François de Vivonne collapsed and did not recover.

These unexpected and decisive blows were clever, but regulatory. To the surprise of the participants, judges took the view that the bout was within regulations and Jarnac was therefore declared the winner.

As was customary, Guy Chabot could kill his opponent, but he refused, and asked his opponent rather to recognize his wrongs. The latter refused and preferred to die. He bled to death the following night after tearing the bandages that covered his wounds. La Châtaignerie chose death rather than the shame of defeat.

King Henry II addressing the winner said. "You have done your duty. Your honor must be returned to you."

The coup de Jarnac was never contested, and its legality was never in doubt. It was not until long after the duel that the phrase took on a different meaning: "a stab in the back," a meaning that did not exist originally.

*Jean-Louis Chabot*

**Note:** The author thanks Mr. Gaetan Chabot, lawyer and historian residing in Montreal, allowing him to learn from his text, "The Chabot in France, the coup de Jarnac" to write this article. Several websites have also helped him to enrich the text.

*Label address*

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