



Les Chabotteries

Association des Chabot

N° 36 Automn 2016

When two ships sail on the St. Lawrence River



*Yves Chabot
Capt. of the Gabrielle C*



The Chabotteries is a quarterly newsletter published by the Association des Chabot.

Association des Chabot and Les Chabotteries

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Word from the President



Hello everyone!

There are still some good summer days left, and fall will arrive with its rainbow colored sky. It is very important to remember to return your reply coupon to participate in the "10th gathering of the *Association des Chabot*" to be held October 2, 2016 at the Municipal Hall of St. Raphael at 104 rue du Foyer, St. Raphael (Quebec) G0R 4C0. We await you in large numbers. You will find inside this newsletter the information, registration form and coupon that you will need to register. You will also find the route to follow; even if you go through the Quebec Bridge or from Riviere-du-Loup. You have received your newsletter early to give you more time to make your reservation. We always look forward to seeing you and talking with you.

The association is very healthy. We have new members who have joined us and we are very happy. Unfortunately, we have others who have left us. We take this opportunity to offer our sincere condolences to the bereaved families.

In our families, there are surely newborns that we would like to know, and to add them to our database which counts more than 31,200 descendants of our ancestor Mathurin. If you are celebrating your wedding anniversary, let us know, and send us photos of this event. We will return them on request, and we'll talk about it in our newsletters. If you are aware of events affecting the Chabot families, let us know.

We are working on the English version of the website; it should be done for our next annual meeting. The software for the management of members has been improved, which will ensure that there will be less risk of error. There has been a small change in our regulations regarding the year of grace that was given to latecomers, which we will discuss at our next Annual Meeting.

We are always looking for articles, stories, etc. to fill our *Chabotteries* and to continue to offer a quality newsletter, thank you to all who work on it.

The board must be renewed, which means that two positions will be vacant. There will be elections. Jean-Louis and Catherine Viateur remain in office for another year. Both Clement and I have completed our terms. Submit to us the names of people who could be part of Board. Why not help us if you have free moments, we need assistance in several areas. Your Board will need new blood to continue our adventure. An association can not exist alone; we need members involved in it. No member, no association and no association without its members.



When two ships sail on the St. Lawrence River



This article is twofold: an historical portion and a modern part; but both of them are united by the same link with the St. Lawrence River.

RMS Empress of Ireland was an ocean liner owned by the *Canadian Pacific Steamship Company* which was launched on January 26, 1906 and provided regular transport between Quebec City and Liverpool, England. On May 29, 1914, it was wrecked in the estuary of the St. Lawrence River near Rimouski. From the 1,477 people who were on board, 1,012 would die; among them there were 138 children and only 4 would survive. It was "the largest shipwreck in Canada," and ranks among the biggest shipwrecks of the early twentieth century, along with those of the *Titanic* and the *Lusitania*. (We talked about the *Lusitania* in newsletter No.19)

Ship-owner

The origins of the fleet of ships of the *Canadian Pacific Railway* (CPR), known more familiarly as *Canadian Pacific* (CP) date back to the founding of the company in 1880 and the contract that binds the Canadian government which was ratified by an act of Parliament in 1881. The contract stipulates that the company is not only a transport company by rail but should also incorporate a maritime transport component, in particular, link the railway network to Canadian ports in the deep water of the Atlantic. In 1884, the CP made its first steps as a maritime transport.

The ship

In 1904, to mark its entry into the Atlantic, the *Canadian Pacific Steamship* ordered twin ships from the *Fairfield Shipbuilding and Engineering Company of Govan*, a Glasgow neighborhood, located on the banks of Clyde, Scotland. These were the two largest ships built by shipyards of Fairfield, by the naval architect Francis Elgar.

The *Empress of Britain* was launched November 11, 1905, followed by the *Empress of Ireland* on January 27, 1906. Both ships made their inaugural trips a little over a month apart, during the summer of 1906. From the first trips, they set speed records and quickly became popular with the public. The *Empress of Ireland* and *Empress of Britain* then were the largest ships which were the most comfortable and fastest of the Canadian fleet in the service link with Europe.

Both *Empress* ships are 550 feet (167 meters) long and 65.5 feet (20 meters) wide. They have seven bridges, the highest is 45 feet (14 meters) above the waterline. They are equipped with two 25 ton bronze propellers power-operated by two quadruple expansion engines that power them to 20 knots (37 km/h) on high sea. After the *Titanic* sank in 1912, stricter standards were imposed for the safety of passengers.

The *Empress of Ireland*, while equipped with 20 lifeboats that could accommodate 940 persons would receive 20 additional collapsible boats, bringing the total capacity to 1,860. It also adds to the ship's equipment: life jackets for a total of 2,100 of which 150 were designed specifically for children, and 24 lifebuoys. The ship had a certificate from the *Board of Trade of Liverpool* dated February 20, 1914 which authorized it to carry 1,860 people. It was also equipped with a Marconi wireless telegraph system and a system for detecting icebergs by the most modern under water signals for its time. Its only weakness, in terms of security, was the watertight door closing system.

The *Empress of Ireland* provided regular service between Quebec City and Liverpool. It acquired the title of "RMS" (*Royal Mail Ship*) during its maiden voyage from Liverpool which was completed in June 1906.

Collision and Sinking

The *Empress of Ireland* departed Quebec City for Liverpool at 16:30 local time (EST) on May 28, 1914. While the ship was on its 192nd Atlantic crossing, Henry George Kendall was promoted to be her captain for the first time. In the early hours of the next morning on May 29, 1914, the ship reached Pointe-au-Pere, Quebec (or Father Point) near the town of Rimouski where the pilot disembark. It headed to Liverpool in Britain following the St. Lawrence River, while the *Storstad*, a Norwegian coal ship, was way up the river, fully loaded heading toward Montreal. Both vessels ran tight along the right bank channel of the river on a calm, clear night just offshore of St. Luce, which was east of Rimouski, where the river widens. Around 1:55 a.m., Commander Kendall saw, from the bridge, the *Storstad* at a distance of approximately eight miles before the two ships were enveloped by a fog bank. When he saw the *Storstad*, the masthead lights merged from the darkness to starboard, it was too late. Despite an emergency maneuver to starboard to minimize the impact of the collision, the *Empress of Ireland* was accidentally pierced on its starboard side between the two chimneys by the Norwegian collier (a bulk cargo ship which carried coal). Because he engaged the reverse gear before the collision and the *Empress of Ireland* still moved forward, the *Storstad* could not stay in the gap and the water rushed quickly into the liner, which caused the ship to lean to starboard before capsizing. The vessel sank in just 14 minutes.

The technical causes of the sinking of the ship

At the time of the construction of the *Empress*, engineers scheduled eleven watertight compartments to allow time for the passengers to evacuate the ship in case of shipwreck, the latter to stay afloat even though two of the eleven compartments were flooded. There were 24 watertight doors in the ten watertight bulkheads that were supposed to be kept closed, but could be manually opened for the movement of passengers and crew, which was the weak point of the ship. The *Storstad* blocked the closing of the other compartments, thus causing the filling of all the compartments and the loss of the ship.

Ship recovery attempt

Within days after the disaster, canoes returned on the river and brought back the castaway's bodies. The wreck was very easy to spot, as an oil slick was visible on the water surface and a buoy was installed to indicate the position of the vessel. *Canadian Pacific* sent twenty divers to the wreck site to consider the possibility of refloating the vessel.

Two options were examined. The first one was to blow compressed air into the vessel or, the more plausible, of introducing watertight tanks in the hold of the ship; but ultimately these options would prove unworkable.

Canadian Pacific then resolved to pierce the hull of the ship using explosives to retrieve the mail bags and two hundred bars of silver whose value was estimated at \$1,099,000 CAD at the time. The deep sea divers ceased dives September 1914. For some time, the sinking of the *Empress of Ireland* was regularly mentioned in newspapers, but the subject was soon dismissed from the news, overshadowed by the outbreak of the *First World War* in the summer of 1914.

Cultural property

After the diver's team left the area in 1914, no divers returned before 1964. The *Empress of Ireland*, because of the *First World War* which broke out just over a month after the sinking, was forgotten quickly. A buoy marked the site of the shipwreck for a few years; its steel rowboats rusted in time at Pointe-au-Pere, Quebec (or Father Point, Quebec). It was 50 years after the sinking that a small group of divers from the cities of Gatineau and Montreal, who were interested in an article in *Le Soleil* (a French-language daily newspaper in Quebec City, Quebec) recounting the events of the tragedy, rediscovered the wreck.

Since then, other divers have imitated their dive, and continue to descend to the wreck, bringing back from the past, pieces of history of this sunken ship. At 147 feet deep (45 meters), and 4.3 miles (7 kilometers) from the shore of St. Luce-sur-mer, lying on its starboard side, the *Empress of Ireland* still keeps many secrets and still holds a great fascination for those who visit it and know it.

The wreck is protected and recognized

The explorers of the 1960s arrived on a wreck never before visited. In thirty years, thousands of parts were removed quite easily. Thus began an uncontrolled exploitation, and public opinion was concerned, causing more and more backing from the wreckage.

In 1998, an expedition which would have as an effect, the destruction of part of the wreck, made the threat more and more present. Several regional stakeholders were lobbying the provincial and federal governments with the aim to protect the *Empress of Ireland*. On April 15, 1999 the *Ministry of Culture and Communications* classified the wreck as historical and archaeological property. The importance and heritage value of the wreck were also recognized on April 20, 2009 according to *National Historic Sites Act* and was designated as the *Wreck of RMS Empress of Ireland National Historic Site of Canada*. The heritage value of the wreck is related to the fact that this is one of the last vestiges existing in Canada remembering the days of the great ocean liners of the early twentieth century, the massive influx of European immigrants, and the history of *Canadian Pacific* who operated the transmission network and the largest communication in the world.

Diving regulations on the wreck



An information buoy was installed by the *Canadian Coast Guard* over the wreckage to indicate that this is a protected historic property. Experienced divers can still get there, but they must now meet very strict access conditions. First, they must register with the *Artificial Reef Society of the Estuary of Quebec* before going on the wreck. The use of one of three private mooring buoys installed on the wreck site is required, they are removed in October before winter. Obviously, any removal or object movement, and any action that may affect the wreck is prohibited since classification of the wreck as a "cultural asset of Quebec."

Memorial dedicated to shipwrecked

Memories of the sinking of the *Empress of Ireland* are still present in our minds. Shortly after the sinking, the *Canadian Pacific Railway Company* erected at Pointe-au-Père (or Father Point) a monument in memory of 88 passengers whose bodies were recovered in the days following the tragedy. Another memorial was also built in the cemetery of St. Germain of Rimouski to recall the seven passengers who died in the sinking.

Canada Post unveils a set of stamps

Two stamps were issued (including the one on the cover of this issue) by Canada Post to mark the centennial of the sinking of the *Empress of Ireland*. A first stamp for the Canadian mail, depicts the ship. The second stamp, designed for international shipments, is, for its part, a reproduction of a work of the painter Aristides Balanos.



Excursion to where the Empress of Ireland sank

Yves Chabot is the captain of the Borealis navigation company which offers to take trips to where the *Empress of Ireland* sank to the depths of the St. Lawrence River. This sea excursion allows one to learn more about the history and dives on the *Empress* in recent years.

Captain Yves Chabot



Captain Yves Chabot native of Rimouski (Canadian city located in the Lower St. Lawrence region of Quebec) is the son of Marcel Chabot and Marguerite Valois. He is the father of three children, Gabrielle being the oldest, and that's why his boat is named *Gabrielle C* (C for Chabot). It is also noteworthy that we talked about his grandfather Joseph Emile Chabot, photographer, in newsletter issues 7 and 27.

Impassioned by navigation for over 30 years, he will be happy to assist you to make your discovery of the St. Lawrence River on the surface and in its depths. Diving trips are also available for those who are curious to dive on the site of the wreck. Climb aboard the *Gabrielle C.*,

Captain Chabot will be happy to welcome you to the marina of Rimouski and for that matter, reserve your place for your excursion.

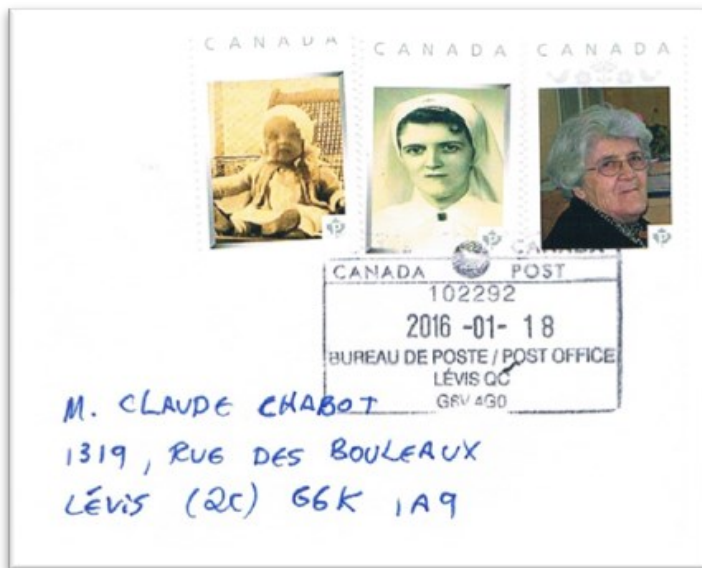
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<http://www.shmp.qc.ca/empress/detail/empressdetail.html> <http://ici.radio-canada.ca/regions/est-quebec/2014/05/29/013-empress-nauffrage-retour.shtml>
<http://www.empress2014.ca>

Photo: Olivier Therriault

Diane Chabot Pard (09)



Recognition for his mother



When Colette Chabot passed away, (she was Lucien Bilodeau's wife) I went to the funeral home to offer my condolences to the family: to her only son Jean-Luc Bilodeau, three aunts and an uncle Chabot. The love Jean-Luc received from all the Chabots was tattooed on his heart and on his skin. We would think that he was spoiled, rotten as well, but no, he was well mannered and well-educated.

Throughout his childhood, Jean-Luc received the love of four women. But the flip side of this story is at the end of life of these loving women, he will be alone to give them back what he had received. He took care of his mother as a child and would do the same for his aunts. What knocked me over is that he

had the delicate attention to send three pictures of his mother to Canada Post to create personalized stamps as a tribute to his mother.



Jean-Luc Bilodeau says

"The pictures on the stamps are of my mother at different times of her life. The first one was in 1930 when she was 18 months old, sitting on a small wooden chair; the second one was in 1957 when she graduated as a nurse; and the third one is a relatively recent picture of her taken several years ago, as I like to remember her. I'm not sure that Mom would have liked to see her face on a stamp, because she loved discretion, she did not want the spotlight to be on her.

From heaven, she must not appreciate this expense; I hear her say 'You are wasteful!' As I needed to buy stamps to send my thank you cards, instead of buying a roll of standard stamps and as Canada Post unfortunately never issued stamps in tribute of my mother, I had the idea to order these personalized stamps. Moreover, my mom loved philately (the collection and study of postage stamps), and it is a souvenir that I leave behind her to her family and friends...."

It really touched me to receive an envelope from him containing a thank you card six months later. I scanned the envelope, and many will probably keep it for a very long time. I could not avoid featuring this gesture of gratitude.



Claude Chabot, (1)



Association des Chabot

Sunday, October 2, 2016, a date to remember!

The 10th gathering of the *Association des Chabot*

We remind you that on Sunday, October 2 we reach our tenth gathering of the *Association des Chabot* and we'll hold our 9th Annual General Meeting at the Community Center of St. Raphael in the MRC of Bellechasse.

To mark this event, the members of the Board of Directors with the assistance of the special committee of Helene Chabot, Yvette Chabot, Clemence Beaumont, and Diane Bouffard will prepare for us all, a "festive" rally, which should be memorable.

A reception and a hot lunch will be served at this occasion. We invite you to include this activity in your diary or on your calendar. You could win one of many door prizes. This will be for the celebration of the tenth annual gathering of members of the *Association des Chabot* issue from the marriage in Quebec November 17, 1661 Mathurin Chabot and Marie Mésange.

Now, we solicit the talents of artists, crafters, or specialists of the great Chabot family to make this day alive (music, exhibition of works of any kind [novel, paintings, sculptures, photographs], etc.) or any products or services of "Chabot" companies. We ask you to contact us as soon as possible to organize this beautiful festival where we want to hear from Chabots of all regions of Quebec, Canada, and the United States.

To help us in our planning, we ask you to fill out the registration form located on the back of the page. Help us make this 10th gathering a memorable day!

Your Board of Directors

| | |
|-----------------------------------|--------------|
| Chabot Maryo Tremblay, President, | 418-304-1574 |
| Viateur Chabot, Treasurer, | 418-845-9704 |
| Clement Chabot, Secretary, | 418-572-2324 |
| Catherine Chabot, Director, | 450-441-3921 |
| Jean-Louis Chabot, Director, | 418-838-0782 |

*Annual General Meeting and hot Lunch
of the Association des Chabot*

Do you know that at the 2016 Annual General Meeting,
we will celebrate our tenth meeting of the Association des Chabot?



(Reply no later than September 1, 2016)

Return this form with your check or money order in the amount of \$30.00/each

(made payable to the Association des Chabot) to:

| | | |
|--------------|--|----------|
| Last Name | First Name | |
| Address | | |
| City | State | Zip Code |
| Telephone # | eMail address | |
| Membership # | Number of participants Adults _____ Children _____ | |

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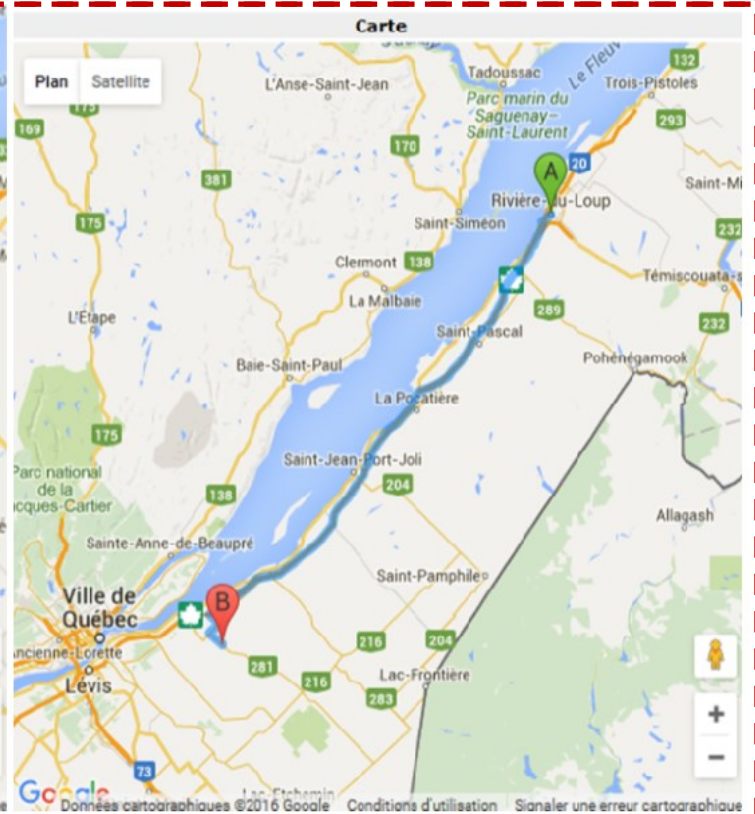
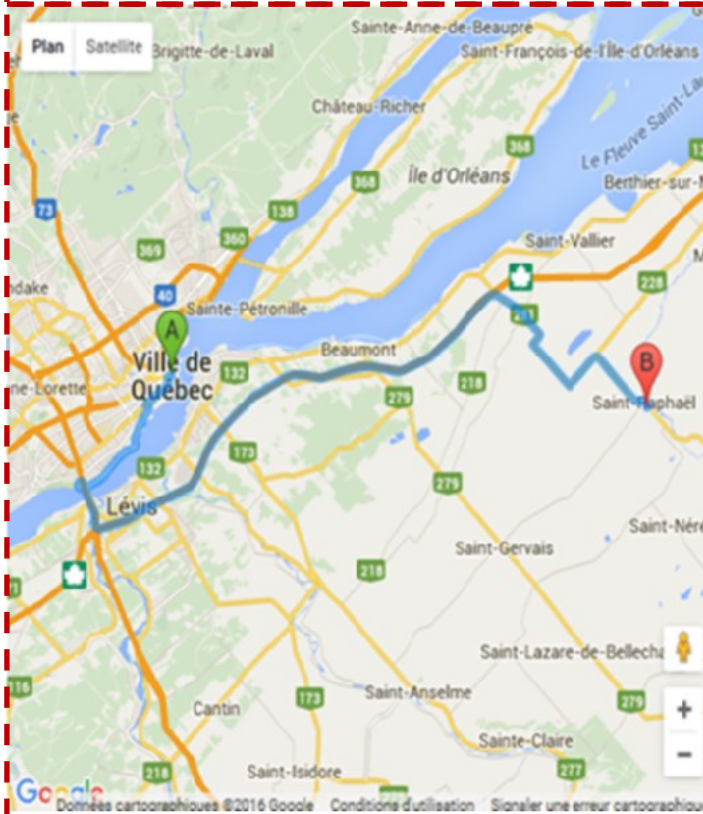
You can register online by filling in the form for this purpose and pay the cost through
PayPal (see details about it on the Association's website)

www.association-chabot.com

Note that all those who book in advance can be reimbursed if they can not be present if
you inform us before September 1, 2016.

Quebec Bridge to Saint-Raphael

Rivière-du-Loup to Saint-Raphael



| | | | |
|--|---------|--|--------|
| Head south on QC-175 S | 2,3 km | Head south-west on Rue de l'Hotel de Ville to Rue Lafontaine | 0,3 km |
| Turn right on Avenue of Churches / Chemin du Sault / QC-175 S (signs for Highway 73 / Highway 20 / Charny / Montreal / Rivière-du-Loup) Continue to follow Avenue of Churches / QC-175 S | 0,8 km | Continue on Boulevard of the City Hall | 2,4 km |
| Turn left onto Highway 20 East to Rivière-du-Loup | 1,0 km | At the roundabout, take the 1st exit onto QC-132 O | 0,8 km |
| Join Trans-Canada Highway E / Highway 20 | 32,5 km | Turn left onto Highway 20 O | 146 km |
| Take exit 348 towards Saint-Michel / La Durantaye / Quebec 281 | 0,7 km | Take exit 356 to Saint-Vallier / Saint-Raphaël | 0,6 km |
| Turn right onto QC-281 S | 8,9 km | Turn right on Montée de la Station | 3,8 km |
| Turn left on 5th Rank / QC-281 Continue to follow QC-281 S | 7,8 km | Turn right on Chemin de Valleville / QC-228 OR Continue to follow QC-228 O | 3,4 km |
| Turn right on Rue du Foyer Destination will be on the left | 0,2 km | Turn left onto QC-281 S | 5,2 km |
| | | Turn right on Rue du Foyer Destination will be on the left. | 0,2 km |
| 104 Rue du Foyer, Saint-Raphaël, QC G0R 4C0, Canada | | 104 Rue du Foyer, Saint-Raphaël, QC G0R 4C0, Canada | |

Hot Buffet :



A glass of wine will be served to every one

For the entree
a Parmesan
Fondue



vegetables
soup
grated

main dish
Beef bourguignon



Dessert cake
madness Maple

Beverage
coffee, tea,
tisane



Good day to all!

After going through personal tragedies, my life as a policeman was transformed



The following story has some similarities to mine. My ten years of research in family genealogy revealed that Robert (Bob) Chabot's family tree and mine share six ancestors. There is something else that is similar. Being the mother of three children, life took away my 28-year-old daughter in 2009 in a terrible car accident, when she had her whole life ahead of her. Bob Chabot had a similar experience. The death of his son and my daughter did not end there. They gave life to others through organ donation.

Sometimes, life ensured that despite the trials that life brings us, we become more human and listen more to others. The following facts are based on the true story of what happened to Bob Chabot whom grew up in Manitoba, where he still lives.

Twin tragedies that took the lives of three family members have affected how Bob Chabot works as a police officer. Chabot said it's because of the deaths of his parents and his adult son, Brodie, he knows how to talk to people who have just lost a family member.

"At the Police Institute, we are not trained for what to say or what to do in some cases," he said. "One of the toughest jobs we do is to knock on someone's door. I say, 'I know how you feel' and I'll tell them about what has happened to me. It kind of gives you a connection with them. You give them a hug or they give you a hug."

Chabot, the second-youngest of six children, was nine years old and living with his family in Elie, Manitoba when his life changed forever on Jan. 23, 1976. "It happened in North Dakota in the States.

It was foggy, and they hit the back of a school bus," he said of his parents, Maurice Chabot and Eveline Dufault. "My mom died there and my dad lived for over a year in a coma. The other couple, the husband died instantly, but his wife walked away. "I still remember it like it was yesterday. I had stayed home from school, because I was sick, and I had a babysitter. Then a call came and cars began arriving. "It was a shock," he said. "My dad's sister and husband raised us," he said. "They had three kids and they moved into our house, because it was larger, and we all lived there until we were adults." Chabot said his dad owned *Chabot Implements*, the *Case IH* dealer, in Elie. It was recently sold by his brother and sister after 80 years in the family. "It's funny—I can't even remember where they were going," he said. "They were just heading out on a vacation. And maybe it was because of the shock, but I remember very few things before the age of nine. Just snippets."

Chabot became a Royal Canadian Mounted Police (RCMP) officer and has been with the force for 23 years, the first five in Saskatchewan and the rest bouncing around detachments in various areas of Manitoba including Souris, Neepawa, and Beausejour. He is currently the staff sergeant at the Yellowhead detachment in Shoal Lake. It was when Chabot was stationed in Neepawa that the phone rang late at night with news about his 23-year-old son.

"We got a call from my nephew that Brodie, our son, had been injured. I got off the phone thinking it wasn't serious, but then he called back and said 'Come now; it doesn't look good.' Chabot drove with his wife Karen and daughter to *Winnipeg's Health Sciences Centre*, where they were met by a doctor. "The doctor came to us and said, 'You guys should probably consider organ donation,'" he said. "I thought he had us confused with someone else. But then, in the next day and a half, there were tests." Brodie died February 12, 2012.

Chabot said his son and friends had been drinking at a bar in Elie when they prepared to leave in his son's vehicle. But there wasn't room for everyone in the car, so Brodie stayed on the outside and held onto the vehicle. They only had four or five blocks to drive, but when the vehicle went around a curve, Brodie fell off and suffered "massive brain injuries." "I know all of them should have walked home. There is responsibility on the driver, but also responsibility on my son's part," Chabot said. The driver pleaded guilty last year to impaired driving and failing to stay at the scene of an accident. He was sentenced to a year of house arrest.

"I've gone to court hundreds of times as a police officer, but I've never been on the opposite side of it until then. The stress was devastating. I was left with a new appreciation of victims and what they go through. Being a police officer prepared me for what happened to my son, but nothing can prepare you for being a father and losing a son."

Bob Chabot said losing three of the closest people in his life due to tragedy doesn't make it easier for him to tell somebody they have lost a family member. But it helps him tell them he knows what they are going through. He has heard people appreciate his approach. "I saw someone years later that I spoke to, and they said 'It was the worst day of our lives, but I think you were chosen to come tell us.' "

References:

Robert Chabot's family tree

| | |
|-----------------|---|
| Robert Chabot | married to Karen Betts in Manitoba |
| Maurice Chabot | married on 7/21/1956 to Eveline Dufault at St. Boniface, Manitoba |
| Charles Chabot | married on 1/13/1926 to Agatha Houde at St. Eustache, Manitoba |
| Louis Chabot | married on 10/6/1897 to Angele Pinvidic at St. Eustache, Manitob |
| Charles Chabot | married on 7/11/1853 to Clémentine Fortier at St. Claire, Dorchester, Quebec |
| Charles Chabot | married on 8/21/1827 to Marie Paquet-Lavallee at St. Charles, Bellechasse, Quebec |
| Basile Chabot | married on 6/26/1787 to Josephte Provost at St. Charles, Bellechasse, Quebec |
| Pierre Chabot | married on 4/17/1752 to Therese Leclerc at St. Laurent, Ile d'Orleans, Quebec |
| Jean Chabot | married on 4/26/1718 to Madeleine Dufresne at St. Laurent, Ile d'Orleans, Quebec |
| Jean Chabot | married on 11/17/1692 to Eleonore Enaud at St. Pierre, Ile d'Orleans, Quebec |
| Mathurin Chabot | married on 11/17/1661 to Marie Mesange at Notre-Dame, Quebec, Quebec |

Photo de BORIS MINKEVICH / WINNIPEG FREE PRESS

Republished from the Winnipeg Free Press print edition April 24, 2015 A5

By: Kevin Rollason

<http://www.winnipegfreepress.com/local/personal-tragedies-inform-police-work-301182381.html>

Diane Chabot Pard (09)



Denis-Martin Chabot, journalist and author



The liberating truth

"We can get the guy out of the newsroom, but it is hard to get the newsroom out of the guy!" Thus describes Denis-Martin Chabot, journalist who worked at the CBC/Radio Canada for 32 years. He sees journalism as a vocation.

"It is because the journalist is born a journalist. The journalist is naturally curious. He wants to understand everything and explain everything. It is a basic need. I would say visceral. The reporter wants to communicate what he knows, what he has learned. There is no free and democratic society without freedom of the press, there is no democracy without information. These two maxims, which were attributed to various sources, including Rene Levesque, the former Premier of Quebec, are the foundation of journalistic engagement of Denis-Martin Chabot. Information is power, the power to choose, to decide.

A Chabot from Quebec

Denis-Martin is from Quebec. He was born in 1961, son of Yolande Marois (deceased in 2011) and Benoît Chabot (deceased in 2005). He studied at the *Polyvalente Samuel de Champlain* (High school) and the *Seminary of Quebec*. He studied journalism at *Carleton University in Ottawa*.

Chabot of coast to coast

As a journalist, he worked in radio and television for Radio-Canada in Ottawa, Toronto, Edmonton, Halifax and Montreal. He was named national correspondent in Edmonton in 1997 a post he held in Halifax. Since 2007, he is a national reporter in Montreal.

In his career, he was called to cover events of all kinds, including the attacks of September, 11 2001, Columbine shooting in 1999, Hurricane Juan in 2003 in Halifax, and the investigation of the Swissair-111 crash.

A Chabot -an indisputed reputation

Many of his stories have won awards, including a report on gays asylum seekers from Mexico who won the prestigious Judith Jasmin award in 2008. He also won a *National Journalism Award* for a report on natural gas in Alberta and a *Ampia ward* (Alberta motion picture industry association) for a report on the forest. He also obtained a North-South scholarship from the *Professional Federation of Quebec Journalists* in 2009. This scholarship allowed him to travel to Rwanda to produce a report on shipments of Canadian generic antiretroviral medications to fight AIDS in this African country.

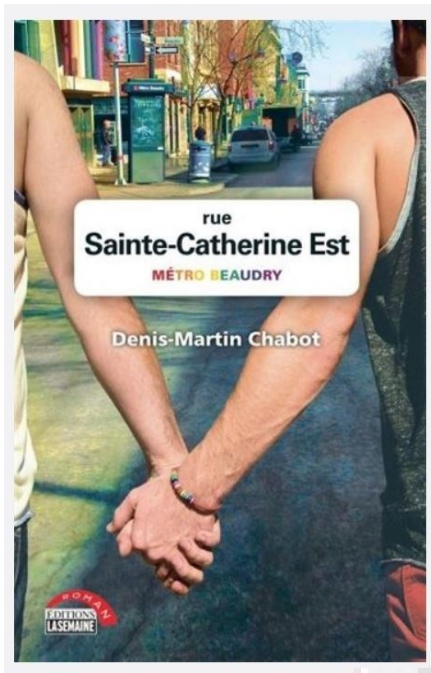
Great Traveler

Denis-Martin traveled across Canada and the United States, as well as Europe and Africa as part of his work.

"I met many Chabots from almost everywhere in the world.

I also spoke to many Chabots in western Canada and in the United States. Some do not speak French, others have taken the local accent. In a large majority, they trace their origin in the Province of Quebec." The difference I noticed is mostly in the pronunciation of the "t" in Chabot. In the case of the "silent T" the accent is on the second syllable; and the other case, the accent is on the first syllable and they pronounce the "T" at the end.

The Author



For 15 years, Denis-Martin has also developed an interest in literature. He has written several novels: most recently, *Rue Sainte-Catherine est, métro Beaudry* (*Sainte-Catherine Street east, Beaudry subway station*), which was published by Editions la Semaine'. The sequel of this novel will be called, *métro Papineau* (*Papineau subway station*), which is expected shortly. He also contributed to several literary magazines and won some prizes.

He will shortly also publish the biography of Nicole Pageau which will be called *Maman Nicole* (*Mom Nicole*). Nicole left everything behind, at the age 60, to help women survivors of genocide in Rwanda.

He regularly returns to Quebec City where his two brothers and sister still live.

Rue Sainte-Catherine East, metro Beaudry, 352 pages, published by Editions La Semaine, 2015, ISBN: 9782897032821, available in bookstores and digital book.

You can read more on his website at: <http://www.denismartinchabot.com/>

* *Beaudry subway station and Papineau subway station are two of the 68 subway stations of the Montreal Metro system totalling 69.2 kilometres (43 miles) in length*



Maryo Chabot Tremblay (275)

Gilles Chabot roofer and junkman !



Sabrina Chabot, Alexandre Chabot, H el ene Bilodeau, Gilles Chabot, Karl Chabot and Samuel Chabot

Gilles Chabot was born September 20, 1960 in Montmagny, son of Paul -Emile Chabot and Irene Lemelin. He is the eleventh of thirteen children. On September 21, 1985, he became the husband of Helen Bilodeau.

When we were young, one day, dad decided to repaint the outside of the house. Gilles still being a child, seeing his dad, he took a brush and began to paint too. Casting a glance at his son, dad saw him covered in paint and took him to his mom so she could clean him. He soon returned and resumed painting, and Dad exclaimed, "I find it so funny that I would let him do it." When he

becomes a man, he will be a good worker he said.

When he was a child, he found solace in the arms of mom; so when he took the bus to school, he was always one of the last to board the bus, so he could wave to her; otherwise he wouldn't have a good day. He was a studious pupil, who had good grades, but was also very nervous.

In adulthood, Gilles became a roofer and a junkman in the field of construction and his trade makes him very happy. Being himself a father of three sons: Karl, Alexandre, and Samuel, he taught them the trade. Having taken over the family land of our father Paul-Emile, Gilles also grows raspberries. He had a sugar shack for five years he operated with his family It's not because he's my brother, but I can say that he makes one of the best maple syrup; the color of the syrup and the excellent taste of it, made him very proud. Moreover, as a souvenir, I kept one of his can of maple syrup.

Helen, his wife is employed at the Parish of Saint Raphael, as secretary; and his daughter, Sabrina, is a nurse.

Gilles is not only my brother, he is also my godson, of which I'm very proud. He is also always present at our family gatherings. Now aged 55, he is grandpa of two small children: Livia and Lo ic who are his pride and joy.



H el ene Chabot (103)

Our Authors



The author, Helene Chabot (member 103), was born May 30, 1944, in St. Paul de Montminy, County of Montmagny and is the eldest of a large family of thirteen children. She tells us with simplicity and boldness the eventful life of her mother Irene from 1927 to 1993.

This is the story of a caring mother, shy, dedicated, and loving who devoted her life to her husband and her children. How does she manage to cross her life with great difficulty? She has overcome the losses incurred which marked her forever.

Will she get away without a divorce?

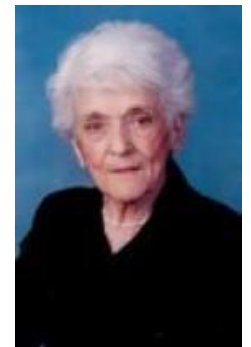
How does she manage to face all her problems? This is what we will discover by reading her book.

Les défis d'Irène (Irene's challenges)



Monique. Predes-
tined name you say!

I give you here a mnemonic collection. To you dear children, grandchildren, and great-grandchildren, I want to transmit my memories to help you discover your roots, your origins and your family through the events I tell here at various times of my life. To all of you dear relatives and friends who have read it, I ask your kind indulgence; this is my only writing experience.



Monique Begin died on March 22, 2010 in La Sarre, Abitibi County, Quebec at the age of 85. She was born in the Municipality of St. Luc of Bellechasse County, she was Mr. Roch Chabot's wife and she was also the mother of ten.

It's Our History





The 107 years of Bernadette Chabot



107th birthday celebration

His son Bernard, his wife Agathe, and Bernadette

Bernadette Chabot was born on November 21, 1907 in St. Hugues, Bagot County, Quebec the fourth child in a family of eight children. She was the daughter of Wilfrid Chabot and Clara Bergeron.

At the age of 39 years old, she got married to Laurent St-Pierre Legros on June 23, 1947 in St. Hyacinthe, who was the son of Wilfrid St. Pierre-Legros and Corinne Girouard. From this union was born their only child, Bernard St. Pierre-Legros. Bernadette and Laurent lived side by side in harmony for fifty two years until the death of her life companion on December 28, 1999 at St. Hyacinthe at the age of 91.

Bernadette continues to defy time, on November 21, 2014, she proudly celebrated her 107th birthday with her relatives, staff, and other residents of the Bourg-Joli Residence in St. Hyacinthe. Alert and independent, Mrs. Bernadette Chabot St. Pierre is in resplendent shape for her age.

The *Association des Chabot* would like to wish her to have many more happy days where she lives.

Reference: <http://www.lecourrier.qc.ca/actualites/actualites/2014/11/27/107-ans-bernadette/7049>
to: Monsieur François Larivière

Photo



Diane Chabot Pard (9)

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