



THE FRIGONS

NEWSLETTER OF THE FRIGON,
FRIGONE, FREGO, FREGOE,
FREGON, FREGONE FAMILIES

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THE JARDINS DU PATRIMOINE Pierre Frigon (4)



The Jardins du Patrimoine complex, November 14, 2009.

Christmas Day, 2009. A day that will long be remembered by the citizens of Amos and the family of Ivanhoë Frigon III (80). Who were the victims of the terrible fire that destroyed the *Jardins du Patrimoine*?

Fortunately, there were no lives lost, but what a loss for the community and for the developers. This housing project situated in the Domaine Bellevue sector and intended for autonomous seniors, was in the final stages of construction.



Fire at the *Jardins du Patrimoine* residence complex, December 25, 2009.

The fire totally razed the building. As the gyprock had not yet been installed, the structure burst into flames like a matchbox. Also, there were nine 420 lb propane tanks and nine others of 100 lbs each on the site. Eight tanks exploded, among which were seven 100 pounders.

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The December 31st headline of the *Écho abitibien* was the following: *A social tragedy for 75 seniors*. Indeed, these people had already reserved 58 of the apartments. Jean-Pier Frigon, brother of Ivanhoë III, declared: “We were ahead of schedule. We even thought we might be able to receive some of the people as early as April. We had five months of work behind us. There remained all the interior finishing to do including the floors.” Jean-Pier estimates the loss at 7 million dollars. What a heartbreak!

For her part, the Amos Municipal Councillor responsible for Housing and Seniors, Julie Cazes, deplored this event, as much for the developers as for the seniors awaiting an apartment. “This fire is a real setback for delivering lodging places to counter the housing shortage. We can only be profoundly saddened. Amos has a crying need of apartments, with a vacancy rate of 0.6% in October,” she declared, while wishing everybody courage.



The Jardins du Patrimoine, shortly after the fire.

Can one survive such an ordeal? In fact, yes! Just a few days after the tragedy, Jean-Pier Frigon, President of the *Jardins du Patrimoine's* Board of Directors, decided to rebuild! Gestion Anocinq (the company belonging to Ivanhoë III's family) and Sylvain Rouleau Construction, took the bull by the horns and relaunched the project.

Less than one year later, the housing complex was completely rebuilt!

Spring-Summer 2011



The Jardins du Patrimoine, as it stands today.

The Inauguration took place November 13, 2010. On that occasion, Jean-Pier Frigon warmly thanked his business partner Sylvain Rouleau, his wife Diane Patry, his brothers and sisters, the municipal authorities, the Caisse Desjardins of Amos, and the insurers without whom he could never have fulfilled this great dream.

Mayor Ulrick Chérubim added: “This is a fine residence. The dream of Jean-Pier and his friend, Mr. Rouleau, has become a reality. I am proud and happy for our seniors who will live in this building. They are the ones who developed Abitibi. They deserve to live out their last days in a residence where it is ‘good to live’”, while acknowledging the determination, courage, and perseverance of Jean-Pier Frigon.



Jean-Pier Frigon, pronouncing the Inaugural Address, November 13, 2010. In the background, a sketch of the residence complex.

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Pierre Frigon (4)

Time passes so quickly! It seems like only yesterday that, full of enthusiasm, we were dreaming about founding an association. Much water has passed under the bridge since then. The association has become the dynamic organization that we know today! What kind of a legacy will we leave our successors? Individual input may seem modest; but, thanks to the work of each one, the group has been enriched and has become an inspiring and inclusive organization.

Since the foundation, much work has been done in genealogical and historical research, principally by Raymond (1), Robert (2), Les Arseneau (9), Jean-René (11), Georges E. (93), Roger (131), John Riddell (187) and many others. The knowledge

gleaned from Raymond's research (1) and Lucie's (56) discoveries in France, has brought us closer to finding the probable place of origin of François Frigon dit Lespagnol. The new Web site being developed under the direction of Jean-René (11) assisted by Steven (125), will be of interest to the members and will attract a new generation of researchers and potential administrators.

The Newsletter Team and the Administration of the Association are proof of the vitality of our organization. It is with reassurance for the future of the Association and confidence in the quality of the actual and future teams, that I leave the presidency and the board of directors.

**ANNUAL GENERAL MEETING – DESCHAMBAULT AUGUST 27, 2011 on the theme:
“A Glimpse of Our Countryside”**

www.genealogie.org/famille/frigon/index.html

DID YOU KNOW THAT...?

Mother Émilie Tavernier-Gamelin was the foundress of the Congregation of the Sisters of Providence. Serving the poor became her passion, to the point where, at the age of 42, this charitable widow, still not a religious, made the vow not to remarry and to serve the poor till her death.

Always a dominant figure in Quebec society, she opened houses to shelter the elderly and the disabled. The work she directed since 1830 was transformed into a religious institution. On March 25, 1842, the Community of the Sisters of Providence was born. Since then, more than 6,000 women have committed themselves to the pursuit of her mission of compassion. The Institute has had a remarkable development in the service of elderly

women, orphans, the deaf, and the mentally ill.¹ The sculptor Raoul Hunter casted a bronze statue in honour of Émilie Gamelin which has stood at the Berri-UQAM Metro station since May 25, 2000.



Our cousin Thérèse Frigon, S.P. is Vice-Postulator for the Cause of Emilie Gamelin and head of its Office. Rome has already beatified Mother Gamelin and Thérèse continues to energetically promote the canonization of this remarkable woman.

¹<http://www.sprovidence.qc.ca/fr/1015/index.php>
http://www.mef.qc.ca/emilie_gamelin.htm (Échos d'Émilie, sous la rubrique Centre Émilie-Gamelin)

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**DID MARIE-CLAUDE CHAMOIS ARRIVE IN NEW FRANCE
aboard the Saint-Jean-Baptiste from Dieppe ?**

Pierre Frigon (4)



We have long wondered on which ship Marie-Claude Chamois sailed when she immigrated to New France. Thanks to the historian Hélène-Andrée Bizier, we know that she left the Salpêtrière April 26, 1670 and was brought to Rouen along with many other girls.

The voyage began at the General Hospital (1 on the map). In the 17th century, this hospital consisted of several different institutions, among which were the Salpêtrière and the Pitié. These were mainly places for the incarceration of the homeless. “La Pitié and La Salpêtrière both date from the beginning of the 17th century: La Pitié Hospital was founded in 1612, in front of the Jardin des Plantes (the present site of the Paris Mosque) as a shelter for beggars, and the Salpêtrière in 1634 when the Bastille’s Arsenal was moved from that site to the confluence of the Bièvre.”¹ In fact, this hospital was given the name Salpêtrière because it was situated on the former site of the army arsenal.



Caption: The Salpêtrière and General Hospital of Paris, situated on the banks of the Seine, at the confluence of the Bièvre.

Source: H. Gourdon de Genouillac, *Paris à travers les siècles (Paris through the ages)*, Paris, 1882. Musée de la civilisation, Library of the Seminary of Quebec, Ancient collections.

One wing of the Salpêtrière was reserved for the orphans of the Paris region who had been committed to the care of the nuns for their education. That is where Marie-Claude Chamois

was in 1670. At the time, the hospital was more a refuge than a place reserved for the care of the sick.

After leaving the Salpêtrière (General Hospital on the map) on the day of their departure for New France, Marie-Claude and her companions walked along a dirt road through fields towards the Bièvre Bridge (#2). This river, the Bièvre, flows into Paris from the south (#3) and leaves it north of the General Hospital before joining the Seine (#4).



Carte de Cassini, 1736. Caption: <http://cassini.seies.net/legende.htm>

1-General Hospital. 2- Bièvre Bridge. 3- Bièvre River enters Paris. 4- Bièvre flows into the Seine.

Source : <http://gallica.bnf.fr/ark:/12148/btv1b7711504j.r=Carte+de+Paris+Cassini.langFR>

The Salpêtrière girls joined those from La Pitié at the Bièvre Bridge. “One hundred embarked on a big ship.” It was probably a large, flat-bottomed boat, equipped with oars and perhaps even a sail. The two groups were divided, one fore, the other aft of the ship. The La Pitié girls were undoubtedly destined for the “Islands”, that is to say, for the West Indies. The ship then went down the Seine, through Paris. Our king’s wards were starting out on a bucolic voyage on this tranquil, meandering,

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¹Jacques Poirier, president of the Société française d’histoire de la neurologie, *L’histoire des neurosciences à la Pitié et à la Salpêtrière (History of the Neurosciences at the Pitié and the Salpêtrière)*, on the Web at <http://baillement.com/lettres/histoire-salpetriere.html>

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777-kilometre-long river that runs through the cities of Troyes, Paris and Rouen before flowing into the Atlantic.



On this map we can see the Seine River. (We have traced it on the map.) Spread out along the Atlantic coast are the cities of Dieppe and Le Havre in Normandy; Saint-Malo, in Brittany; La Rochelle in Aunis, the principal ports of departure of our ancestors.

In Normandy, 15 other girls destined for New France joined those from La Salpêtrière.² The former had been recruited in Normandy following a request made by Minister Colbert to the Archbishop of Rouen to find about 60 young women “more robust than those from the General Hospital”. They were assured of finding a husband upon arrival.³

Trudel, the historian estimated the number of passengers that embarked in Dieppe to be approximately fifty.⁴

When they reached Rouen, Le Havre or Dieppe, which ship did all these girls board for the terrible Atlantic crossing? This difficult voyage was the fate of all the pioneers of early Canada, an event that we will eventually write about.

That year, five ships sailed for Quebec:

- the *Hélène*, out of Flessingue, on which Jean-Talon travelled; it took water all along the way and was nearly destroyed on the rocks at Tadoussac;⁵
- the *Saint-Pierre* out of Hamburg;
- the *Nouvel-France* out of La Rochelle;
- the *Marie* out of La Rochelle;
- the vessel of the “*Havre*”.

According to J. F. Boshier, except for the “*Havre*”, all these ships arrived from La Rochelle.⁶ As far as Jean Talon was concerned, in a memo to the king dated October 10, 1670 (folio 94-1), he mentioned that a ship had come from Normandy, without identifying it by name: “Fortunately, all the ships that left La Rochelle and the Havre for Canada arrived: they unloaded and returned to France.”

The vessel from the “**Havre**”, as Jean-Talon called it, seemed to have been the only one to have left Normandy for Quebec in 1670. What about this ship?

A ship called *Saint-Jean-Baptiste* **from Dieppe**, weighing 300 tons, often went to New France. According to J. F. Boshier, it went to Quebec in 1664 (Captain Pierre Lemoyne and 150 men under contract); 1665 (Captain Pierre Fyllie and 130 men, 82 women and girls); and in 1666 (Captain Pierre Fyllie, for the Royal Company of the West Indies).

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²Landry, Yves, *Orphelines en France pionnières au Canada. Les Filles du Roi au XVIIe siècle (Orphans in France, pioneers in Canada. The King's Wards in the 17th Century)*. Leméac, Montréal, 1992, 436 pages, table 3, p.56.

³Trudel, Marcel, *Histoire de la Nouvelle-France, Vol IV, The Seigneurie de la Compagnie des Indes Occidentales, 1663-1674*, Fides, 1997, 894 pages, p.247 and note 54.

⁴Trudel, p.247.

⁵Oury, Dom Guy, Solesmes monk, *Marie de l'Incarnation, ursuline (1599-1672), Correspondance*, Abbaye Saint-Pierre, Solesmes, 1971, p. 871, letter #258, of Marie de l'Incarnation to her son, August 27, 1670.

⁶Boshier, J.F., *Négociants et Navires du Commerce avec le Canada en 1660 à 1760, dictionnaire biographique*, (Merchants and Ships dealing with Canada in 1660 to 1760), Environment Canada, Park Services, 1992, 263 pages.

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The Jesuits mentioned a “**ship from Normandy**” that arrived in 1665 with “an excellent cargo for the company & at a good price”⁷ Jean Talon then speaks of the “**ship from Dieppe**”.⁸ Was this the Saint-Baptiste de Dieppe?

Marie de l’Incarnation, in 1669, wrote: “In France Madame Bourdon was put in charge of one hundred fifty girls that the king sent to this country aboard the **Normand vessel**.”⁹ The same year, in *Le mémoire instructif de ce qui a été fait pour le Canada en exécution des ordres de sa Majesté*, (An instructive report of that which was done for Canada upon the orders of his Majesty), Folio 40, Talon declared : “In **Normandy**, one hundred sixty-four persons of both sexes embarked on the Saint-Jean-Baptiste, chartered by the Sieur **Guenet**.”¹⁰ Therefore, it is clear that in the year 1669 the **Normand vessel** spoken of by Marie de l’Incarnation was the Saint-Jean-Baptiste.

So a ship coming from Normandy regularly brought equipment, commodities, indentured servants and wards of the king to Québec during the period 1665-1670.

If Intendant Talon talked about the “**vesseau de Dieppe**” (1664), of the vessel from the ‘**Havre**’ (1670); if Marie de l’Incarnation talked about the “**navire Normand**” (1669); if the Jesuits talked about the “**vaisseau de Normandie**” (1665), it meant that they all knew about this ship. It was pointless to call it by name. This vessel with multiple names was in all probability the Saint-Jean Baptiste from Dieppe, 300 tons. In effect, as we



Claude Monet, 1872, *La Seine, à Rouen*. Now at the Château de l’Hermitage, in Saint Petersburg, Russia.

Source : lemonde.fr

have seen above, this ship came often during that period, carrying civilians from Normandy.

Evidently, nothing is simple in historical research. There were several Saint-Jean-Baptistes!

A Saint-Jean-Baptiste chartered by the king to discover the Northwest Passage, under the command of the Dutch commander Van Heenmskerk sank “in a moment” in 1670, the victim of an appalling storm. It was accompanied by the Saint-Pierre that returned to France badly damaged.¹¹ Was it the Saint-Pierre out from Hamburg that came to Quebec that year?

There also existed a Saint-Jean-Baptiste of 300 tons belonging to the West-Indies Company, built in Dieppe, in service between 1670 and 1674, then sold to the Senegal Company.¹²

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⁷Journal *des jésuites*, a copy of an original manuscript preserved at the archives of the Seminary of Quebec, published by Laverdière and Casgrain, secular priests, at Quebec, Léger Brousseau, Printer-Editor, 7 rue Buade, 1871, 438 pages, p.335.

⁸Report to Colbert, October 4, 1665 (ANC, C11A Series, General Correspondence, Canada, R11577-4-2-F, Folio 151).

⁹Oury, Dom Guy, p. 862, Letter # 254, October 1669, from Marie de l’Incarnation to her son.

¹⁰Collection of the Colonies (R1577-0-5-F);

http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2010-08-22T19%3A41%3A287&url_ctx_fmt=info%3Aofi%2Ffmt%3Akey%3Amtx%3Actx&rft_dat=3075925&rft_id=info%3Asid%2Fcollectionscanada.gc.ca%3Apm

¹¹Marthe Emmanuel, *Le Passage du Nord et la « mer de l’ouest » sous le régime français, réalités et chimères* (The Passage of the North and the “Sea of the West” under the French Regime, reality and illusions), Revue d’histoire de l’Amérique française, vol. 13, no 3, 1959, p. 349-350.

¹²Demerliac, Alain, *La marine de Louis XIV : nomenclature des vaisseaux du Roi-Soleil de 1661 à 1715*. (Louis XIV’s Navy, Names of the Sun-King’s Ships from 1661 to 1715) Éditions OMEGA, Nice, 1992, p. 182.

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Moreover, and I quote: “around the beginning of 1670, several ships left this port (Dieppe) for different voyages. The Saint-Jean-Baptiste was going to Canada, from where it returned on December 1st of the same year...”¹³ According to the same source, it returned to Quebec in 1671; returned to France January 10, 1672. It was a 300 ton vessel.¹⁴ Was this the Saint-Jean-Baptiste that came in 1669 and that belonged to Guenet? Probably.

In 1671, a Saint-Jean-Baptiste belonging to Charles Aubert de La Chesnaye, Antoine Allaire, Étienne Dhariette and Jacques Lamnothe left from “Bordeaux laden with wine, brandy and prunes” on May 22, went to Dieppe, then left for Quebec with “100 men, 120 girls, 50 sheep and lambs, 10 donkeys, draperies, blankets and many other items useful to man.”¹⁵ Could this be the one belonging to Guenet that he would have sold to Charles Aubert de la Chesnaye and company?

For the time being, all we can affirm with some certitude is that, in leaving the tranquil river, Marie-Claude Chamois and her companions embarked on a ship that was probably named Saint-Jean-Baptiste, for the tumultuous crossing to Quebec, definitely full of dreams and hoping for a better life.

Furthermore, we can affirm with quasi-certitude that all the girls coming from the General Hospital were brought to Rouen, le Havre or Dieppe and not to La Rochelle. In effect, a glance at a map of the rivers of France suffices to convince us of this. There is no river in Paris that flows to La Rochelle, and considering the condition of the roads in those days and the high cost of transporting hundreds of girls from the General Hospital, it becomes evident that they boarded at the Bièvre Bridge and sailed down the Seine to Normandy.

¹³Bulletin de recherches historiques, vol. 37, 1931, p. 54, Pierre-Georges Roy, (*Le sieur Des Champs de la Bouteillerie*), who took this information from Michel-Claude Guibert, *Mémoires pour servir à l'histoire de Dieppe*, Tome 1, printed in Dieppe by Paul Leprêtre et Cie, Paris, 1878. This book can be downloaded from the site archive.org.

¹⁴Michel-Claude Guibert, p.341.

¹⁵<http://naviresnouvellefrance.com/html/pages16701671.html#pages16701671>

THE JARDINS DU PATRIMOINE

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An essential service for the citizens of Amos, the domiciliary complex *Les Jardins du Patrimoine* offers 109 apartments corresponding to various needs: 1 ½, 2 ½, 3 ½ and 4 ½, and 11 different floor plans. An investment of 10.8 million dollars. At the inauguration, 86 apartments had already found takers. The next day, more than 3,000 people took advantage of the Open House to visit the premises. A huge success!¹

Jean-Pier resembles his forebears! The Frigons are one of the pioneer families of Amos. In fact, Ivanhoë Frigon, who was a merchant from Saint-Prosper-de-Champlain, figures among the founders of the city.

The first documented trace of his arrival over there is dated June 4, 1912 when he left Montreal aboard

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¹Martin Guindon, *L'Écho abitibien, Les Jardins du Patrimoine flambent à Amos*, 25 décembre 2009.

<http://lechoabitibien.canoe.ca/webapp/sitepages/content.asp?contentid=123419&id=213&classif=Derni%C3%A8re>

Martin Guindon, *L'Écho abitibien, Un drame social pour 75 personnes âgées*, 31 décembre 2009.

<http://lechoabitibien.canoe.ca/webapp/sitepages/content.asp?contentid=123683&id=213&classif=Nouvelles>

Martin Guindon, *L'Écho abitibien, Un rêve devenu réalité*, 15 novembre 2010.

<http://www.abitibiexpress.ca/Societe/Habitation/2010-11-15/article-1965264/Un-reve-devenu-realite/1>

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the first Transcontinental passenger train to reach Amos. Until then, that destination could only be reached by canoe. A few families lived there, but nothing significant had been achieved before the train was put into service.

Those first passengers who came in at the station in Amos on June 7, 1912,² arrived under the leadership of the priest Ivanhoë Caron, a dynamic promoter of the colonisation of Abitibi. Most of them came from the Champlain region.³ Even before the public sale of lots, the merchants, including Ivanhoë Frigon, and a few colonists put their hands on the best-situated pieces of land. This caused quite a controversy.⁴ Ivanhoë Frigon erected a general store that was just a simple cabin in the middle of nowhere. Today, this “nowhere” is the site of the Caisse Populaire of Amos (2, rue Principale). Later on, he had another store built, which later became the Hôtel Queen. A man of vision, he constructed the first department store of Abitibi. At that time, they called it a “departmental” store.

When gold was discovered in the region of Val d’Or, he opened a store there which received its supplies from Amos by boat, for the Transcontinental Railroad had not yet reached that area. He died in October 1952.

Ivanhoë Jr. is also a great businessman. In the mid 1940s, he had his own store built in Amos by the Simard Brothers, general contractors. There he sold furniture, wood stoves, linoleum, records, etc.



Jean-Pier and his father Ivanhoë Jr on the site of the *Jardins du Patrimoine*, in the fall of 2009.

Photo: Ivanhoë Frigon III.

He had the first franchise for the sale of McCulloch mechanical saws in Quebec. He sold boats, outboard motors, propane gas. In 1968, following the announcement of the James Bay Project, he supplied all the entrepreneurs of this project with propane gas. He then built the largest propane gas tank of Quebec. He had it installed at Matagami, which at that time was the most northern town, at the very end of the Canadian National railroad tracks. He was also an insurance broker, and was named to the Millionaire’s Club of the La Solidarité Company.

The Val d’Or store was destroyed by fire at the end of the 1960s; Ivanhoë Jr. then built a large business and office complex. Today, that building, *Place du Québec*, is one of the most impressive of downtown Val d’Or. It still belongs to the family.

When Frigon Propane and Superior Propane were sold in 1989, the whole family worked together to open the 4-star *Amosphère* hotel complex,⁵ which became the most important hotel of the region. So, Irène Dubois and Ivanhoë Frigon Jr, joined their children Johanne, Jacques and Ivanhoë III, to perpetuate the business tradition of the family.

As we can see, their offspring carry on the family work and create, in turn, dynamic enterprises⁶

²Le Progrès, June 4, 1938. Ivanhoë Frigon describes his arrival in Amos. Cited in Yves Falardeau, *Un pionnier oublié? Ivanhoë Frigon*, (a 2-page typewritten text. We do not know if this Falardeau text was ever published.)

³Pierre Trudelle, *L’Abitibi d’autrefois, d’hier et d’aujourd’hui*, published by the author, 1937, p.66-67.

⁴Trudelle, p.71

⁵<http://amosphere.com/>

⁶The information about Ivanhoë Frigon Jr was provided by Ivanhoë Frigon III.