

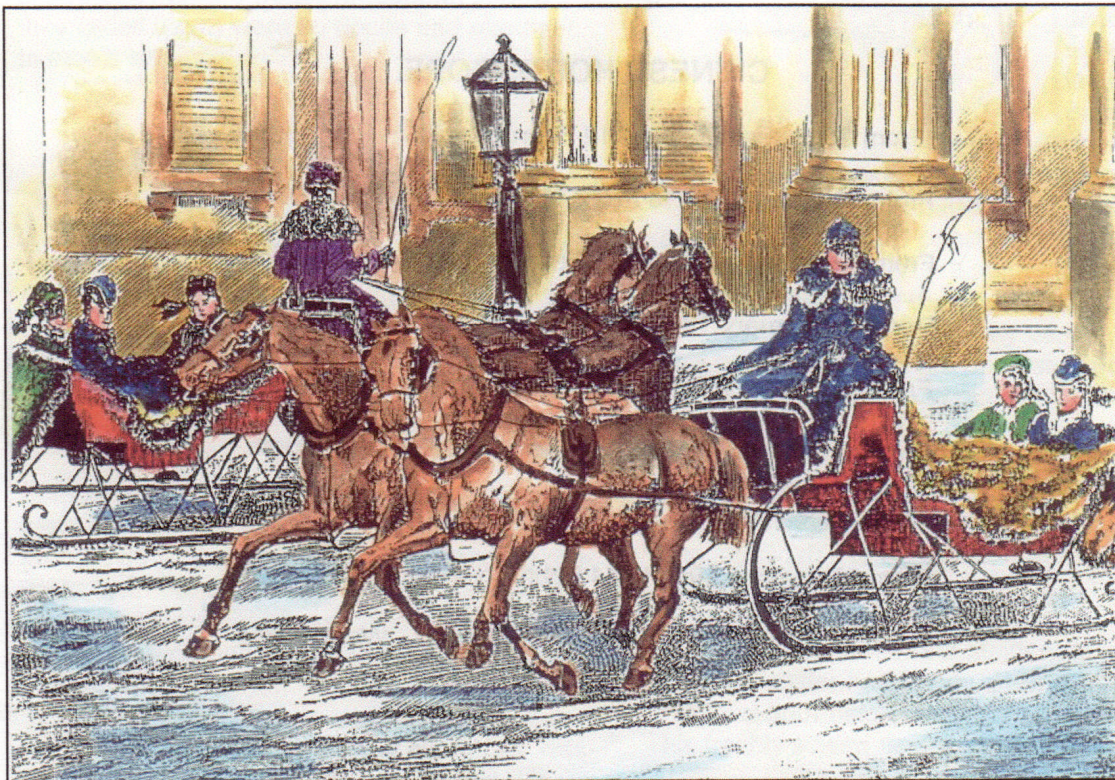


310, rue Montarville  
Longueuil, Québec  
J4H 2L7  
Daniel@Archambault.net

*Bulletin no 61—December 2002*



2002—year of the horse



Montréal—Place d'Armes, on a Saturday afternoon  
From the Canadian Illustrated News, March 15, 1879.



## **CHINESE HOROSCOPE**

From 25 January 1906 to 12 February 1907 - Fire Horse

From 11 February 1918 to 31 January 1919 - Earth Horse

From 30 January 1930 to 16 February 1931 - Metal Horse

From 15 February 1942 to 4 February 1943 - Water Horse

From 3 February 1954 to 23 January 1955 - Wood Horse

From 21 January 1966 to 8 February 1967 - Fire Horse

From 7 February 1978 to 27 January 1979 - Earth Horse

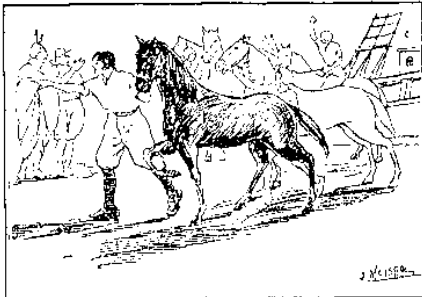
From 27 January 1990 to 14 February 1991 - Metal Horse

From 12 January 2002 to 31 January 2003 - Water Horse

## THE HORSE, BEST FRIEND OF THE SETTLER

Until 1665, horses were practically unknown in Canada. The first horse that is mentioned in the history of the colony was unloaded in Quebec on June 25 1647. The Journal of the Jesuits of June 20 1647 reports that a ship has arrived in Tadousak and brought the 1<sup>st</sup> horse that the settlers gave as a present to the Governor. This horse was for many years the only one in Canada.

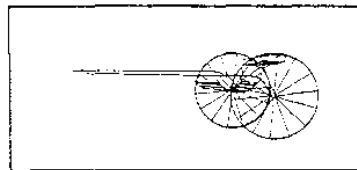
In 1665, the Journal of the Jesuits reveals that on July 16, a ship arrived from Le Havre with horses that the King of France had decided to provide this country. The natives, who had never seen horses, admired them and were surprised that mooses from France (that is how they called them) were so docile and obedient to man's will.



According to Jean Doublet, the king of France would have sent 20 horses and 8 would have died during the journey. The ship also brought 80 young women to be married on arrival to Quebec, and 70 settlers and a crew. The ship looked like Noah's Ark. The crossing of the sea was happy enough, even if it lasted three months and ten days.

Our Canadian horse was short, but was healthy, strong, energetic and resistant. He could trot very fast, which made the young people happy.

In August 1680, an unfortunate accident was reported in Montreal: Jean Tessier, nine year old, son of Urbain Tessier and Marie Archambault, daughter of our ancestor Jacques, was going to Sault-Saint-Louis in his parents' cart. Along the way, Jean accidentally ran over two children. According to Jean Le Roy, father of one of the kids, the driver was imprudent. A few days later, the surgeon Antoine Forestier confirmed the severity of the wounds and Le Roy demanded the imprisonment of the grandson of our ancestor and that Urbain Tessier be sentenced to pay for damages. A settlement intervened following arbitration and the father paid all the expenses and was quit of Mr. Le Roy.



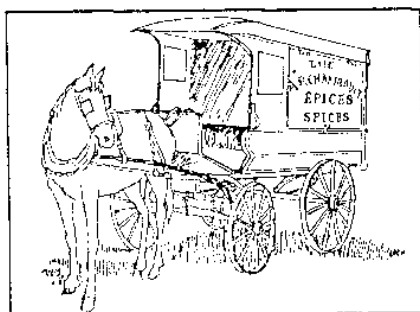
In those days like nowadays, laws were passed to control traffic

and excessive speed. In an order from François Bigot, it is stated that carters and other persons of the city, as well as people from the country, drive their carts at such a speed that they sometimes lose control of their horses and turn carts that happen to be in their way upside down and hurt pedestrians that are not fast enough to get out of the way. To avoid similar accidents, it was forbidden to drive carts or to ride horses at full gallop or full trot in the streets of the city. When they find pedestrians in the street, they should stop. The infringers are liable to a twenty pound fine, applicable to hospitals, and to a more severe penalty in case of repetition.

Six years after the incident of his son, Urbain Tessier had to pay a ten pound fine to his third-door neighbor for damage caused to his freshly sowed field by his two horses.

The settler generally owned three to five horses, and he resorted to the town-crier or to

the local newspaper when he lost some of them. That was the case of Louis Archambault from Longue-Pointe who put this ad in the journal *La Minerve* of May 24, 1854: 'Lost fillies. Gone last sunday. Two three year old fillies, one ash-grey, the other black with a few white spots. Those who will help locate them will be generously rewarded.'



The introduction of the horse has been one of the great success of New France. It became an essential element of the social and economic life. It was used not only to harrow the land but also to transport people. It became the best friend of the milkman, the baker and of all peddlers.

A little after 1800, experiments were made on the use of the horse for more mechanical tasks, and in certain cases the work performed by the horse already augurs the machine that will replace it. The horse-boat, which permits crossing of the Saint-Lawrence and several rivers, is a good example.

The ferry service was provided by horses turning around a winch driving two paddle-wheels. In 1865, Louis Toinon Archambault, spouse of Mélina Laurier, farmer at St-Paul-L'Ermitte, had a horse-boat built that was 26 feet wide and 60 feet long at a cost of 450\$. He sold it a year later to his nephew Octave Archambault, who sold it in 1909 to his son Camille, ferryman at St-Paul-L'Ermitte. This sale included three horses to provide the horse-power needed

to move the boat.

In the second half of the 19<sup>th</sup> century, the Canadian horse was thought to be in danger of disappearing. The government tried to revive the breed. In 1869, the Agriculture Council de-

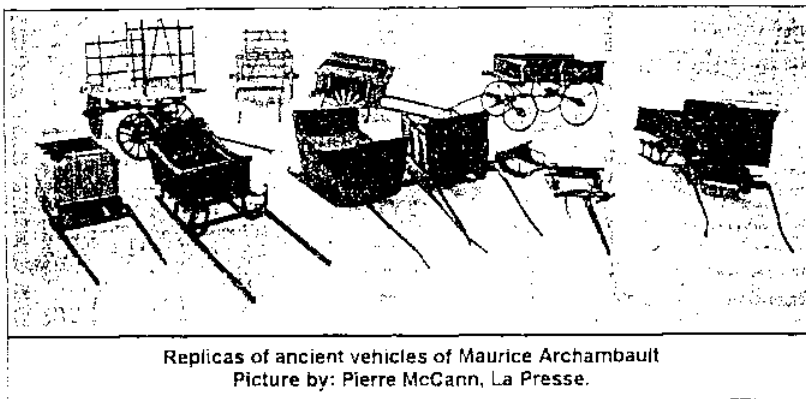


cided to give subsidies to three agriculture societies that will have the best stallions of the Canadian horse breed. The quality and purity of the breed must be attested by a veterinary. The premium will be 100,000\$ for each horse. In 1870, a second measure was adopted when the Minister of agriculture and public works, Louis Archambault, abolished the premium to encourage import of stallions offered since 1868. Around 1950, there is only one horse per ten inhabitants compared to one per five in 1891.



## RETIRED, MORE TIME TO TINKER.

Maurice Archambault, craftsman and replica maker of old vehicles.



Replicas of ancient vehicles of Maurice Archambault  
Picture by: Pierre McCann, La Presse.

which were pulled by horses, exact replicas of those we could have seen during the past century. Son and grand-son of a blacksmith and wagon maker, this handyman is finishing his twelfth miniature model.

"I always said to myself that once I am retired, I will have the time to tinker as I wish, but sadly I do not have enough time. I make a wagon once in a while. My intention is to reproduce all the vehicles we once had, from the rough work vehicles to fine luxury touring vehicles. The latter requires more attention to detail and embellishment" says the

craftsman.

"When my children have grown up, they will be able to see the old vehicles that we once had."

In a corner of the shop behind the house of Maurice Archambault, at 358 Notre Dame Street, at Le Gardeur, is a hot wood stove. On the walls, there are tools that are new, some old and some that are very old. Minuscule and large.

Maurice Archambault, 63 years age, after a 35 years career as a Post Master realizes that there is still time to fulfill his long time dream, to tinker. When we enter, we find him making a little wagon with wheels, the kind

"The craftsman must also make each piece from memory, pieces such as the suspension springs. I was raised in the country, and I've seen many vehicles." he says.

He uses all kinds of wood, finished and even fire wood. His desire to tinker he believes come from his childhood "while wearing out the seat of his pants" in his fathers blacksmith shop.<sup>1</sup>

Maurice is the son of Dona and of Marie Brouillet, and grand-son of Trefflé and Délia Saint-André. Donat and Trefflé were blacksmith and wagon makers.<sup>2</sup>

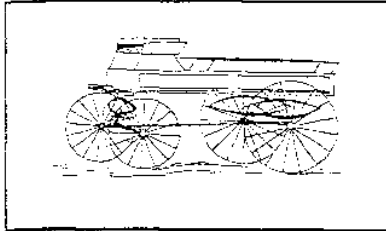
<sup>1</sup> Gilles Normand, *La Presse*, 22 décembre 1980.

<sup>2</sup> Pierre Archambault, *Dictionnaire généalogique des Archambault d'Amérique*, vol. 4, p. 325-326.

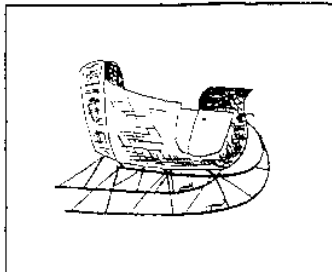
## CARTS AND COACHES OF OUR ANCESTORS

Our ancestors used different horse-drawn carriages suited to their needs: freight, transport of wood, travel, etc.

It is quite frequent, in the 19th Century for a habitant to possess more than five carriages. In the conveyance of Olivier Archambault, married in Saint-Vincent-de-Paul in 1854, six are numbered. Olivier owned a large wheelcart, a tipcart without wheels, a bertot, an express, a little cart and a sleigh.



Express.



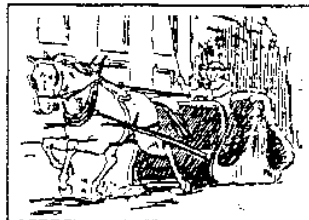
Sleigh with doors.

The cart  
The habitant used the cart mainly for haymaking, harvesting and wheat cartage, and to bring the whole family to church. The first mention made to this vehicle dates back to

March 8, 1664. There is "a haycart for four oxes" on the land of Lambert Closse's widow. He was deputy chief of staff of Ville-Marie and neighbour of our ancestor, Jacques Archambault.

### The bertot (sleigh)

The sleigh is used for people. In its more basic form, it is a wooden box



on two rails on which two people could sit. The vehicle that could lodge four people with a bench for the driver and a boot at the rear is called the "berlin"; for six people, it is called a carryall. Pierre Archambault, married to Marie Charbonneau in Saint-Vincent-de-Paul in 1810 owned a sleigh. When he bequeaths his house and his land to his son Olivier, the latter promises to "transport his parents in a comfortable coach suited to the season, wherever and whenever they wish to go..."

### The cabrouet

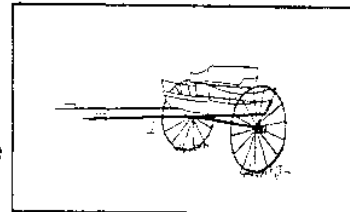
The cabrouet is nothing but a seat placed on the top of an axle, equipped with a shaft and a pair of wheels. As it is light, this vehicle becomes very popular. In the Summer of 1690, we find in the possessions of Urbain Tessier and Marie Archambault, daughter of our ancestor, a "ca-brouet with wheels rimmed with steel and pin..."



Return from church in a « bertot ».

### The barouche

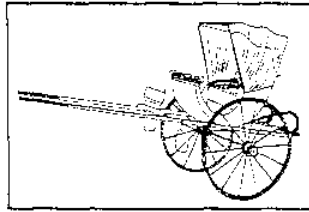
Usually quite well off, the habitant starts to desire a certain luxury. He wants for his pleasure rides something more sophisticated than the cabrouet. As soon as 1720, countryside people organized "barouche ride parties". It won't be until 1740, though, that the first barouches



Cabrouet.

make their appearance in the Montreal area. In 1870, the Union of the coachmen of Montreal is founded. Narcisse Archambault, nephew of Joseph, Marie-Louise Labelle's husband and ex-councilor for the Saint-Jacques borough, is their first president.

The brotherhood grouped together more than 300 coachmen. But disputes arise and many fail to pay their subscriptions. Others, who pay their dues, do not wish to get involved in the organization and rely on the directors to handle all the work. In 1894, the Union represents only 60 members and ceases to exist.



The fare paid to the coachman is in proportion of the number of people to transport. In a one-horse barouche, the ride costs 25 cents for one or two persons; 50 cents or 65 cents for two horses for fifteen minutes. For a half-an-hour ride, the fare is 40 cents for one or two persons and 60 cents for three or four for a coach with one horse; and 50 or 65 cents for two horses.



In the Nouvelle-France period, coachmen have to drive tumbrels, a task they abhor. Drawing lots chooses the coachman. He is then off this duty until all coachmen have had their turn.

Here are some excerpts of the regulation concerning coachmen:

"At night, coaches to rent are to be lit with lanterns on the sides on which must be clearly painted in black the license number.

"When it is snowing or icy, all coaches must be equipped with bells.

"No coach is allowed to go faster than six miles per hour.

"No coach with wheels will be allowed to ride in Winter once the city inspector has published his notice.

"Any coachman who receives two warnings by the recorder is to pay a five-dollar fine and lose his license"



## DID YOU KNOW THAT ... DID YOU KNOW THAT ... DID YOU KNOW THAT ...

... Edmond Archambault, a wheelwright, the spouse of Célestine Beaudoin of Ohio, USA, was killed by a kick from a horse on August 16, 1871. He was only 31 years old. Edmond was the son of Denys and Domithilde Ratel of Saint-Paul-L'Ermite. At the era, his business was evaluated at 400 dollars. Two years after the death of Edmond, Célestine Beaudoin remarried his brother Louis (a wheelwright and blacksmith).

During the summer of 1935 or 1936, Gideon Archambault, the son of Edmond and Célestine Beaudoin, with the help of his son Bernard demolished the old courthouse (Ohio). All the wood that was transported by cart pulled by one of his horses was taken to a farm and was burnt.

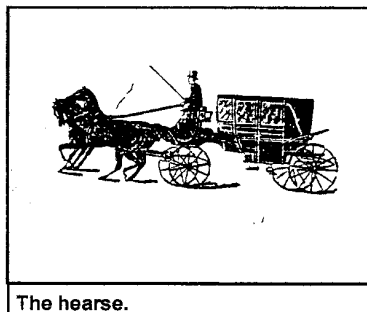
... On September 17, 1894, Louis Archambault of Saint-Charles-Borromée had been killed by one of his horses that had kicked him directly in the stomach.

... Treffle and Albert of Saint-Paul-L'Ermite, two sons of Joseph and Dina Jeannotte-Bellehumeur had been carters for a Forestry Company in Michigan. Albert had also been a horse dealer. One of Albert's sons, Archie O. Archambault, a carter, who was born in Laurium (Michigan) had died in 1942 at the age of 38 by logs falling from his cart.

... Ozias Archambault, the son of Joseph and Célânise Perreault had died on February 07, 1946 of an accident that occurred the night before. Ozias had fallen head first on an icy road from a wagon filled with hay while the two horses had taken the bite between their teeth.

... The favorite sport of our Founder-President, Camille had been horse-riding. He had been the President of the Mount Royal Horse-riding Club.

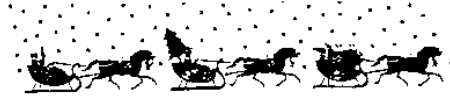
... During a meeting at the factory of Saint-Dominique, the churchwardens have decided to purchase their first hearse that was pulled by horses for the transportation to the cemetery. The vehicle had to be paid entirely by contributions starting at \$1.25 each. Michel Archambault, the son of François-Xavier and Euphrosine Brodeur, who had been in charge of this task, had made a deal with a town's carrier for the sum of 300 dollars.



The hearse.



Cousins,



The year 2002 is coming to a close, and marks a very important step in the existence of our Association. We are completing nineteen years of intense work done by a group of people who have taken turns to devote their time by each occupying a special purpose within the heart of the board of directors. Two of these people have left us since my last correspondence, our founder, Camille, who has passed on this past summer, and Jean-Jacques who had occupied the secretarial post until the exhaustion of all of his forces has overtaken him.

A team of very motivated people continue to ensure the smooth running of our Association. I want to say a big Thank You to all those who are working in the different functionalities behind the scenes that necessitates the existence of the Association of the Archambault d'Amérique.

The year 2003 emphasizes a very important fact: the 20th anniversary of the founding of the Association. I hope that this year departs with the beginning of a new lease in our associative life.

In the name of all our staff of the board of directors, including myself, we send greetings of best wishes for happy holidays to all members of the Archambault d'Amérique. Hope the Year 2003 brings good health, prosperity, and happiness to you and your family.

Wishing you all a very Merry Christmas, and a Happy New Year!

Richard, President of the Archambault d'Amérique



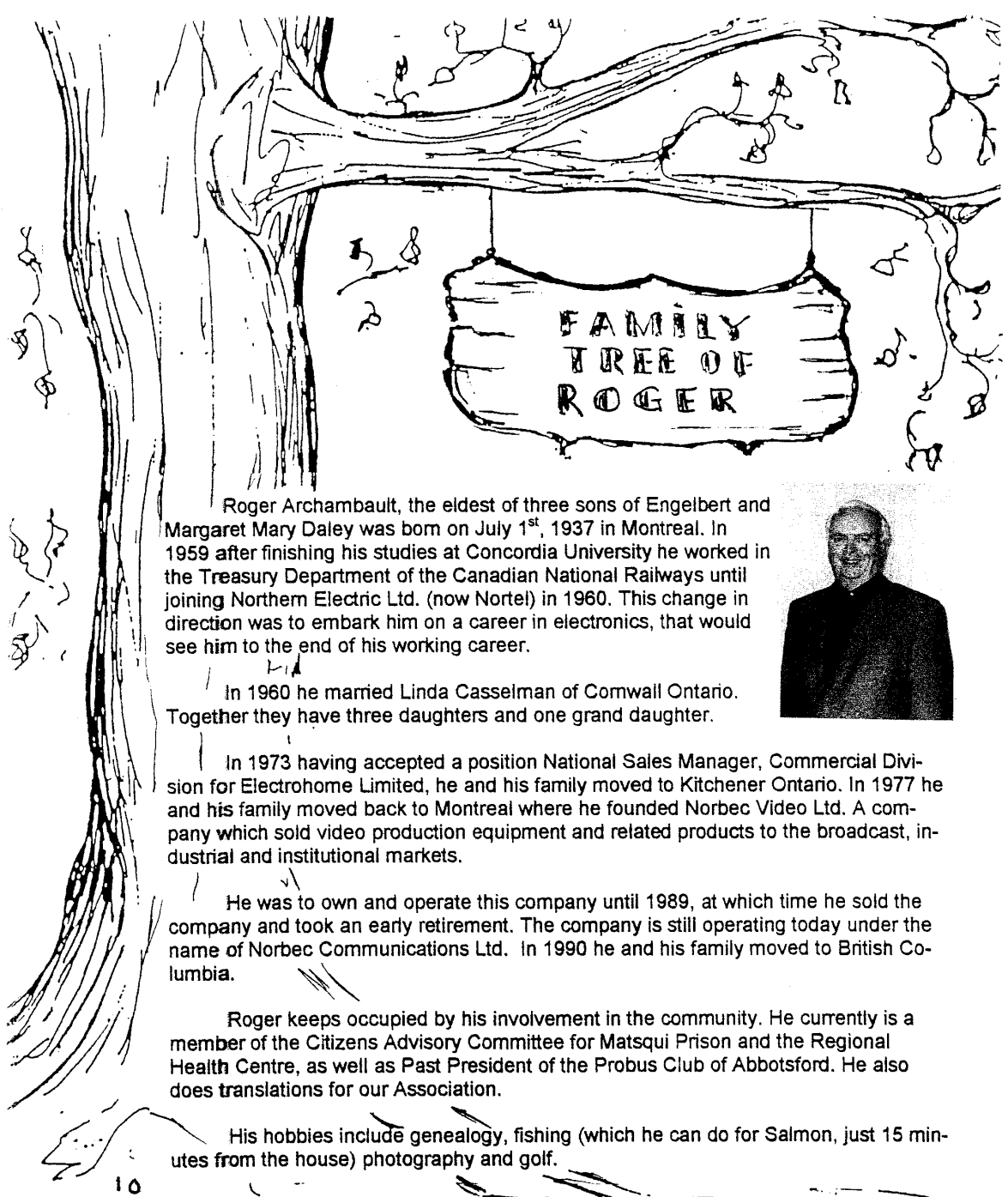
### FROM THE LIST OF DISAPPEARED TRADITIONS

In our most ancient traditions of Québec, the custom meant that families left very early on the New Year morning either by carriage or by sleigh to try to awaken their grandparents, and to try to catch them in their beds. This warm reunion from all members of the family gave a lift to numerous festivities: one rejoiced, sang, best wishes for « the New Year » reflected like an echo in the old house every time the door opened.



The uncles, aunts, and cousins would all arrive at the house before the end of the day. The guests were seated in groups to savor a hearty meal washed down with wine and « liquor ». If at this era, Christmas was purely a religious holiday, then the New Year was indeed a familial feast where the grandmothers outdid themselves by serving little treats to their families, and where the children received gifts and candies.

Source : Jacques Lamothe, *Le Folklore du temps des fêtes*.<sup>1</sup>



Roger Archambault, the eldest of three sons of Engelbert and Margaret Mary Daley was born on July 1<sup>st</sup>, 1937 in Montreal. In 1959 after finishing his studies at Concordia University he worked in the Treasury Department of the Canadian National Railways until joining Northern Electric Ltd. (now Nortel) in 1960. This change in direction was to embark him on a career in electronics, that would see him to the end of his working career.



In 1960 he married Linda Casselman of Cornwall Ontario. Together they have three daughters and one grand daughter.

In 1973 having accepted a position National Sales Manager, Commercial Division for Electrohome Limited, he and his family moved to Kitchener Ontario. In 1977 he and his family moved back to Montreal where he founded Norbec Video Ltd. A company which sold video production equipment and related products to the broadcast, industrial and institutional markets.

He was to own and operate this company until 1989, at which time he sold the company and took an early retirement. The company is still operating today under the name of Norbec Communications Ltd. In 1990 he and his family moved to British Columbia.

Roger keeps occupied by his involvement in the community. He currently is a member of the Citizens Advisory Committee for Matsqui Prison and the Regional Health Centre, as well as Past President of the Probus Club of Abbotsford. He also does translations for our Association.

His hobbies include genealogy, fishing (which he can do for Salmon, just 15 minutes from the house) photography and golf.

11	ROGER	CORNWALL 1960-04-02	LINDA RUTH CASSELMAN
10	ENGELBERT	MONTRÉAL 1935-12-07	MARGARET DALEY
9	ARTHUR	?	EVA MATHIEU
8	UBALD	SAINT-TIMOTHÉE 1866-10-09	EUPHROSINE HÉNAULT- DESCHAMPS
7	JEAN-BAPTISTE ANTOINE	SAINT-ANTOINE-SUR-RICHELIEU 1825-01-11	CLAUTHILDE GAUDETTE
6	JOSEPH-MARIE	SAINT-ANTOINE 1789-10-05	MONIQUE DUROCHER
5	JEAN-BAPTISTE	SAINT-DENIS-SUR-RICHELIEU 1761-01-12	FRANÇOISE BOUSQUET
4	JEAN	RIVIÈRE-DES-PRAIRIES 1727-11-17	MARGUERITE-ANGÉLIQUE HOGUE
3	PIERRE	POINTE-AUX-TREMBLES 1701-11-21	MARIE LACOMBE
2	LAURENT	MONTRÉAL 1660-01-16	CATHERINE MARCHAND
1	JACQUES	FRANCE vers 1629	FRANÇOISE TOUREAU

## WELCOME TO NEW MEMBERS

Denise Archambault  
Kateri T. Dupuis

Lachenaie  
Milwaukee, U.S.A

---

**TRANSLATEX** +  
C o m m u n i c a t i o n s  
RÉDACTION • RÉVISION • TRADUCTION

---

LONGUEUIL  
1669, rue Cartier  
Longueuil (Québec) J4H 4E2  
(450) 463-0204 / Téléc. (450) 463-0227



Dépôt légal quatrième trimestre 2002

Tous droits de reproduction, d'édition, d'impression, de traduction, d'adaptation, de représentation, en totalité ou en partie, réservés en exclusivité pour tous les pays. La reproduction de tout extrait de cette publication par quelque procédé que ce soit, tant électronique que mécanique et en particulier par photocopie ou microfilm, est interdite sans l'autorisation écrite des *Archambault d'Amérique*.