



OLD MONTRÉAL BY CALÈCHE DOCUMENTARY

APRIL 2007

30-MINUTE TOUR
(5 SECTIONS / 32 CAPSULES / 24 OBLIGATORY)

OLD MONTRÉAL BY CALÈCHE DOCUMENTARY FILE

HOW TO USE THE DOCUMENTARY FILE

This document offers a multitude of information of tourist interest which you can consult directly on line or download in a document which can be printed.

The first pages of the document deal with the importance of a **welcome greeting** and **professional ethics** in the tourism industry as well as towards the public in general. There is also advice about **guiding techniques** and a brief text, **Montréal in Seven Acts**, to help you better grasp the evolution and history of Old Montréal from prehistory to today.

Next, **a typical tour** (of 30 minutes) is suggested. The tour is divided into 5 sections. This contains a total of 32 capsules of information and anecdotes presented in order and accompanied by photographs. Priority should be given to the **capsules in bold characters which are the principal ones**, in our opinion. The other capsules are optional but nonetheless appropriate and informative. You could, for example, reduce the content of a visit by simply indicating the buildings or monuments listed in them instead of using the entire text.

Finally, the document includes **bibliographical references** and a list of interesting **websites** which can be consulted to help you perfect your knowledge of Old Montréal.

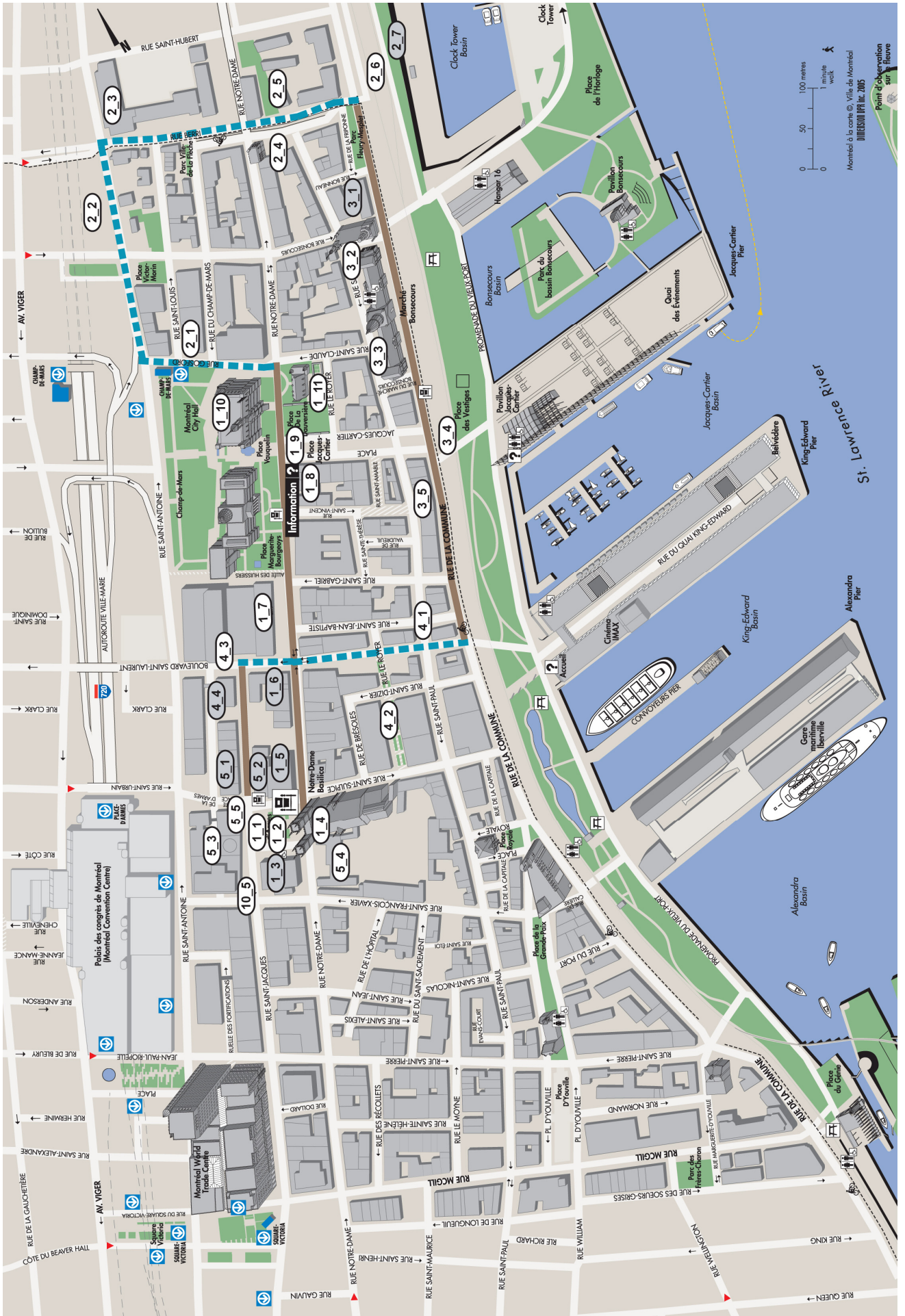
This tour of 30 minutes is limited to the most popular sections of the historic district: around Place d'Armes and Place Jacques-Cartier. Another one-hour route is available, which makes a complete tour of Old Montréal.

Happy reading!

This document was conceived by Guidatour at the request of the *Bureau du patrimoine, de la toponymie et de l'expertise de la Ville de Montréal* (Heritage, Toponymy and Expertise Office of the City of Montréal). Its distribution is supported by the agreement on cultural development between the *ministère de la Culture et des Communications du Québec* (Québec Ministry of Culture and Communications) and the *Ville de Montréal* (City of Montréal).

30-MINUTE TOUR

(5 SECTIONS / 32 CAPSULES / 24 OBLIGATORY)



0 50 100 metres
 0 1 minute walk

MONTREAL à la carte © Ville de Montréal
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Pont d'observation sur fleuve

St. Lawrence River

King-Edward Pier

Alexandra Pier

Alexandra Basin

Place du Grin

RUE QUEEN

RUE KING

RUE HAMILTON

RUE MCGILL

RUE DES SOEURS-GRISES

RUE MARGUERITE-BOUVILLE

RUE NORMAND

PL D'YVOUILLE

PL D'YVOUILLE

RUE LE MOYNE

RUE SAINTE-HELENE

RUE DES RECOLETS

RUE SAINT-PIERRE

RUE SAINT-JEAN

RUE DU SAINT-SACREMENT

RUE SAINT-RICH

RUE SAINT-COAS

RUE SAINT-PAUL

RUE SAINT-JACQUES

RUE SAINT-ANTOINE

RUE DE LA GOUCHÈRE

RUE SAINT-ALEXANDRE

RUE HÉRMINE

RUE DE BLEURY

RUE JEANNE-MANCE

RUE GÉNÉVILLE

RUE SAINT-URBAIN

RUE CLARK

BOULEVARD SAINT-LAURENT

AUTOROUTE VILLE-MARIE

RUE SAINT-DOMINIQUE

RUE DE BILLOUP

RUE SAINT-ANTOINE

CHAMP-DE-MARS

Place Victor-Morin

Place de la Vierge

RUE SAINT-LOUIS

RUE DU CHAMP-DE-MARS

RUE NOTRE-DAME

RUE SAINT-CLAUDE

RUE SAINT-AMABLE

RUE SAINT-PIERRE

RUE SAINT-VALBERT

RUE SAINT-GABRIEL

RUE SAINT-JEAN-BAPTISTE

RUE SAINT-DIZIER

RUE DE BRÉSÈLES

RUE SAINT-PAUL

RUE DE LA CAPITALE

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TABLE OF CONTENT

WELCOME GREETING AND PROFESSIONAL ETHICS	1
A FEW GUIDING TECHNIQUES	2
OLD MONTRÉAL IN SEVEN ACTS	4
1ST SECTION: PLACE D'ARMES AND RUE NOTRE-DAME	6
1_1. INTRODUCTION: A CITY OF STONE.....	6
1_2. PLACE D'ARMES: TERMINUS FOR HORSE-DRAWN VEHICLES.....	7
1_3. MY HORSE, FURY	7
1_4. LADIES AND GENTLEMEN, THE NOTRE-DAME BASILICA OF MONTRÉAL!	8
1_5. THE ALDRED BUILDING.....	9
1_6. MONTRÉAL TO DETROIT... BY CADILLAC!	10
1_7. THE THREE COURT HOUSES	11
1_8. THE SILVER DOLLAR SALOON, TRENDY BAR OF THE 1930S	12
1_9. THE NEW MARKET - IN PERPETUITY	12
1_10. A HÔTEL DE VILLE (CITY HALL) "À LA FRANÇAISE".....	13
1_11. AN EXCEPTIONAL MONUMENT	13
2ND SECTION: IN THE OLD FAUBOURGS	14
2_1. FAUBOURG SAINT-LOUIS.....	14
2_2. LES "JARDINS VIGER" (VIGER GARDENS)	15
2_3. VIGER STATION-HÔTEL	15
2_4. SIR GEORGE-ÉTIENNE CARTIER'S HOUSE.....	16
2_5. THE FIRST TRANS-CONTINENTAL TRAIN STATION	17
2_6. THE CLOCK TOWER.....	18
2_7. AN IMPOSING GATEWAY TO THE PORT	19
3RD SECTION: ALONG THE OLD PORT (GOING WEST)	20
3_1. SISTER BONNEAU'S LITTLE MIRACLES	20
3_2. THE SAILORS' CHURCH.....	20
3_3. BONSECOURS MARKET	21
3_4. THE PIERS OF THE OLD PORT.....	22
3_5. THE "COMMUNE".....	23
4TH SECTION: ON THE "MAIN"	24
4_1. MONTRÉAL'S OLDEST STREET	24
4_2. MONTRÉAL'S FIRST LOFTS	25
4_3. A TOUR OF THE WORLD ON "THE MAIN".....	26
4_4. THE MOST IMPORTANT FRENCH DAILY NEWSPAPER IN AMERICA.....	27
5TH SECTION: ALONG RUE SAINT-JACQUES	28
5_1. BOUTIQUE HOTEL, TRENDY HOTEL	28
5_2. MONTRÉAL'S FIRST SKYSCRAPER	29
5_3. THE HEAD OFFICE OF A BANK INSPIRED BY ROMAN ANTIQUITY	29
5_4. LORDS OF THE ISLAND OF MONTRÉAL	30
5_5. CONCLUSION: BACK TO THE "CALÈCHE TERMINUS"	31
ACKNOWLEDGEMENTS	33
INTERNET SITES	34
REFERENCES AND SUGGESTIONS FOR FURTHER READING	35



WELCOME GREETING AND PROFESSIONAL ETHICS

- Introduction of Driver and Horse

For a long time, calèches have been one of the major tourist attractions in Old Montréal. It's fairly evident that a tourist or other prospective customer who walks towards a pick-up place will choose to get on board a calèche which looks inviting. As in all jobs which concern relations with the public, the appearance of the driver is extremely important, but the appearance of the horse and of the calèche itself will also influence the customer's choice.

It is well known that visitors are charmed by the slightly retro aspect of a calèche. A driver who wears a period costume or even just a few accessories becomes an attractive personage for strollers. After all, the profession of calèche driver is one of the oldest in the world and you are a proud representative of it.

Right from the start, introduce yourself and your horse to prospective clients. Don't forget that your horse is the reason why they are approaching you in the first place. It's up to you to immediately and clearly inform prospective clients about the services you offer: guided tours of one hour or 30 minutes, rates, transfers, etc.

- Security and Comfort on Board the Calèche

Your calèche should not only look inviting but it should also be safe and comfortable for clients who will be sitting in it out-of-doors for 30 minutes or an hour. According to the daily weather forecast, you should plan to have the necessary equipment on board to protect clients from bad weather (umbrellas, clean blankets, etc). And take the time before departure to give a few security tips to your passengers.

- Routes and Waiting / Pick-up Places

Of course, we recommend that you use the calèche pick-up places in Old Montréal which have been designated by the city, that you obey the highway code, and that you do not take the streets which are closed to calèches.

The two tours suggested here have been set up using the plans of routes and waiting/pick-up places established in the summer of 2006 by the *Service des infrastructures, transport et environnement, Ville de Montréal* (Infrastructures, Transport and Environment Service, City of Montréal).



A FEW GUIDING TECHNIQUES



- Well-structured Commentary

It's much easier and agreeable for the ear to listen to well-structured discourses. If your comments are disorganized or incoherent, you'll quickly lose the attention of your listeners. In theory, your guided tour of 30 minutes or an hour ought to include an introduction, appropriate information regarding the landscape which you pass, and, of course, a conclusion at the end. To make sure your commentary is well-structured, it's recommended that you prepare short segments in advance, which we will call "capsules" here.

- Capsules of Information

A great deal of information can be communicated in the form of capsules. A good capsule is a structured comment, of about a minute in length, often anecdotal, delivered using simple vocabulary and destined towards a tourist clientele. The time limit and your job as a driver will oblige you to be concise and only talk about one or two facets of the different attractions on your tour. Be content to pique the interest of your clients. Don't forget that tourists wishing to know more about Old Montréal, and obtain further information on its history, architecture, religious heritage and public art, can take a walking tour with a professional guide.

- Visual and Thematic Links

In order to keep your clients' attention, make sure that the subjects you talk about are connected to buildings, monuments or public places which are clearly visible from the place where you mention them. Always begin each commentary by indicating with your hand (and not your finger) the nearest or most obvious element in the landscape.

- Good Communication and Voice Projection

Old Montréal is a busy and noisy area. It's therefore important to turn around to face your passengers when you talk to them so that they can hear you properly. Raise or lower your voice to ensure that all passengers can hear you even the ones who are furthest away from you. Always have a bottle of water to hand: speaking can be dehydrating. Keep visual contact with your clients. This practice adds personality to your commentary and enables you to ascertain, as you go along, if your clients are listening and interested in what you are saying. It's a waste of time elaborating on subjects or attractions already seen or which don't interest your clients. But take care...don't forget your job as a driver. You must also watch the traffic.

- Orientation and Directions

In order to help your clients locate the subject of your commentary, we suggest that you employ the typical Montréal manner of orienting people by using the four points of the compass to indicate which way you are going. Frequently use expressions like "in front of us", "behind us", "on the right", "on the left", etc. to be sure your listeners can easily identify the attraction or monument that you are talking about. Even if it is sometimes fun to mention local names or nicknames for certain places, it is important to transmit the official appellation of buildings, streets and public places so that your tourists can find them on their city plans.

- Vocabulary

In some of the capsules, you will find words which are not part of the day-to-day vocabulary of the man or woman on the street. Before you employ a specialized term, make sure that you understand its exact sense yourself. At the end of certain capsules, complimentary notes or definitions have been added in small characters for your personal information. Make sure also that your clients fully understand the meaning of the words you use. Remember that what you are offering them is first and foremost a calèche ride created for a tourist clientele.

- Dates

You will note that the documentary file contains numerous dates, most of the time in parenthesis. In order to simplify the text, the dates mentioned are those of the **completion** of the construction of the major buildings on the tour. It is not necessary to mention all the dates mentioned in the text. In fact we strongly discourage you from doing so.

- Humour and Pauses

You can, of course, enhance your tour with a few humorous touches. For example, you can draw the attention of your clients to your horse, to its origins, name, reputation, qualities, eccentricities, favourite foods, etc. If you are a good story teller or you know some good jokes, and you feel up to it, go ahead - but be cautious in these times of political rectitude! A few silent pauses along the way will also be appreciated by your clients to allow them to laugh or smile at your jokes or chat with you, or simply to allow them the time to look at architectural details, etc. Avoid stories that are too long. Remember that you must always keep your attention on the surrounding traffic and your manoeuvres as a driver.

- Controversial Subjects

Montréal is a metropolis where many different ideas, customs and political opinions converge not only among the local population but also among the tourists who come from all over the world. For their stay here, some visitors are accompanied by their local hosts - from Montréal, other parts of Québec or Canada. Your personal opinion on a controversial subject (such as Québec sovereignty, relations between English and French, "reasonable accommodation", George Bush, etc.) even if presented in a humorous way, may well upset a passenger... and it is you who will pay the price...

- Information Kit

We recommend that you assemble an information kit for yourself including this document, a city map, the official map of Old Montréal, and the official Tourist Guide of Montréal (most recent editions). These documents will help you better reply to the numerous questions asked by tourists.



OLD MONTRÉAL IN SEVEN ACTS



François Villemaire for Pointe-à-Callière

1st Act: Iroquois Territory (before 1642)

Before the arrival of European settlers, the Island of Montréal boasted about 40 rivers and streams, and a dozen small lakes! Between the visit of Jacques Cartier and the foundation of Ville-Marie in 1642, the Iroquois village of Hochelaga and its corn fields completely disappeared but the Island remained, as it had for centuries, a favoured hunting and fishing camp site for a number of First Nations peoples (Iroquois, Hurons and Algonquins). At the confluence of the St. Lawrence River and Little Saint Pierre River (under Place D'Youville), traces of First Nations camp sites have been found. The oldest artefacts discovered date back more than 4,000 years. In the Mohawk language, the Montréal region was known as "Tiohtiake" which means "where the people and their rivers meet and separate".



Francis Back, 2001

2nd Act: Ville-Marie (1642-1685)

The fort of Ville-Marie and the wooden structures built by the first French colonists are no longer visible today except for a few vestiges discovered in archaeological crypts. The narrow streets with their saintly names follow old trade routes and meeting places, but they also show us the deep Catholic religious fervour of the "Montréalistes" who came to convert the First Nations, even if some of them preferred to establish trading relations with them. The Iroquois were already trading with the Dutch and later the English to the south established in what is now New York State (the City of New York founded by the Dutch as New Amsterdam became an English colony in 1664.)



Normand Rajotte

3rd Act: Fortified Town (1685-1800)

The little mission founded by the "Montréalistes" was at first protected from First Nations attack by a wooden palisade, and then later from the English and Americans by stone fortifications. That mission grew into a prosperous town due to the fur trade with markets, churches, convents, seminaries, and hospitals enhancing the community. From the 1720s, houses located inside the walls had to be built of stone. The fortified town was never attacked and the gates were opened to allow the entry of English armies in 1760, a little after the surrender of Québec. The governors and French military departed for the mother land but the craftsmen, stonemasons, and religious communities stayed for good. Therefore Montréal kept her French appearance but she also acquired English and Scottish features and in the future she was to acquire Irish ones!



Normand Rajotte

4th Act: Bourgeois Centre (1800-1850)

The fortifications became obsolete and thus they were demolished in the early 1800s. The French merchants were replaced by Scottish and English ones who prospered. The first steam machines put in an appearance, the Bank of Montréal was founded, the port officially created (1830) and wharves built from one end of Old Montréal to the other, the Lachine Canal was opened (1825) to create a commercial link with Upper Canada, the streets were paved and lit with gas lights, and store-residences were built in cut stone along the main streets of Old Montréal with warehouses facing the port. Craftsmen lived and worked in these store-residences often producing luxury goods. The suburbs (faubourgs) surrounding the old city were inhabited by people with more modest means living in wooden houses.

5th Act: Victorian Commercial Centre (1850-1880)

Montréal entered the Victorian age and simultaneously the great era of railway building began. While the old suburbs became true urban districts either working class or bourgeois, Old Montréal specialized in business and became the great Canadian centre for the distribution of industrial products and other goods made both locally and elsewhere. For this purpose, hundreds of warehouse-stores were constructed. Unlike the store-residences of the previous era, these buildings were not meant to be lived in; they were conceived for both wholesale and retail sales, and in some cases as workshops on the upper floors. These buildings were constructed in the styles popular in the Victorian era, notably those inspired by the palaces of the Italian Renaissance and the French Second Empire. After a long First Nations period and both French and British regimes, Montréal entered what we could call the Canadian regime with Confederation in 1867, administered from London.



Normand Rajotte

6th Act: Heart of the Metropolis of Canada (1880-1950)

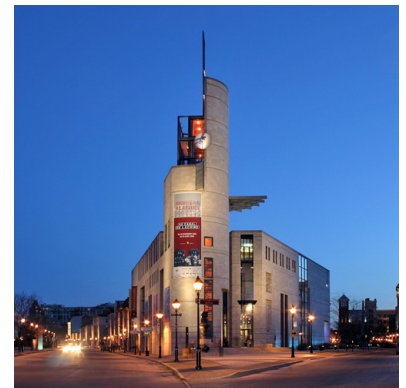
With the inauguration of the Canadian Pacific trans-continental rail line in 1886, Montréal was confirmed as the metropolis of Canada. For several decades, Old Montréal remained the administrative and financial centre. Skyscrapers appeared in the landscape and the head offices of the largest Canadian corporations established themselves on the “Wall Street of the North” (Rue Saint-Jacques). The two World Wars and the economic crash of 1929 provided both highs and lows for Montrealers but the city continued to grow on both sides of Boulevard Saint-Laurent, and the old suburbs (faubourgs) became genuine city neighbourhoods.



Normand Rajotte

7th Act: “Old Montréal” (since 1950)

The suburbs multiplied on the Island of Montréal and along the banks of the St. Lawrence River. The old city saw the arrival of modern buildings, automobiles and numerous parking lots. However, some important institutions remained in the sector. In 1964, part of Old Montréal (south of Rue Notre-Dame) was declared an historic district (*arrondissement historique*). Expo 67 brought Place Jacques-Cartier back to life and conferred a tourist vocation on it. Over the last twenty or so years, there have been numerous renovations, the Old Port has been developed, public squares have been created, and the *Plan lumière* (Lighting Plan) has been put in place. All of these have greatly enhanced Old Montréal. In 1995, the historic district was extended as far as Rue Saint-Antoine. From less than 500 residents in the 1970s, the population of Old Montréal has risen to nearly 6,000 in December 2006 including the recently re-developed suburbs (faubourgs).



Denis Tremblay

30-MINUTE TOUR

(5 SECTIONS / 32 CAPSULES / 24 OBLIGATORY)

1ST SECTION: PLACE D'ARMES AND RUE NOTRE-DAME

(11 CAPSULES / 8 OBLIGATORY)



CAPSULE 1_1 – OBLIGATORY

Departure point: calèche pick-up place, Rue Notre-Dame (Place d'Armes side)

Before leaving ...



Photo Normand Rajotte

1_1. INTRODUCTION: A CITY OF STONE

My name is -----, I have worked as a calèche driver for --- years. It's one of the oldest and best professions in the world.... Calèche drivers have existed in Montréal since the arrival of the horse in the mid 17th century! Today, there are about a hundred male and female calèche drivers who work on the streets of Old Montréal and in the faubourgs.

Welcome to Old Montréal, a historic centre built in stone - a factor which, like Québec City, is rare among great American cities.

Old Montréal was originally surrounded by stone fortifications so that the inhabitants could protect themselves from attack by the English and their First Nations allies! The French built these walls in the early 18th century (1717-1738). Thousands of stone masons and carters (our long-gone cousins) worked on the construction site. At the time of the American invasion of 1775, these fortifications were obsolete and thus they were demolished in the early 19th century (1804 -10). For the next thirty minutes, I will drive you along the line of these fortifications, sometimes inside and sometimes outside in the former suburbs. From time to time, we will see indications on the ground showing where these walls once were. The buildings and monuments of Old Montréal date for the most part from the 19th and early 20th centuries but we will also see a few gems remaining from the fortified city built in the style of New France.



To the left

1_2. PLACE D'ARMES: TERMINUS FOR HORSE-DRAWN VEHICLES

More than 300 years of history are arrayed around the monument commemorating **Paul de Chomedey Sieur de Maisonneuve**, co-founder of Montréal in 1642! Over three centuries, generations of Montrealers and visitors have circulated around this public square, created in the 1720s at the time of the construction of the stone fortifications. Still considered the heart of Old Montréal, **Place d'Armes*** has seen military parades and religious processions, and, for a long time, it was a tramway terminus. We're standing here on the circuit of Montréal's first horse-drawn tramway which started operating in 1861 along Rue Notre-Dame. Today, the tramways have surrendered their place to city buses and tourist coaches but the calèches still have the best parking places on Place d'Armes opposite the Notre-Dame Basilica!



Photo Denis Tremblay

* Around Place d'Armes: to the south-west, the Old Sulpician Seminary (central section 1687); to the south, the Notre-Dame Basilica (1829); and to the south-east, the Duluth Building (1913). On the east side, the Aldred Building (1931) on the Rue Notre-Dame side, and the New York Life Building (1889) on the Rue Saint-Jacques side. To the north, the Bank of Montréal (1847, interior redone 1905), and the former Royal Trust Building (1913). To the west, the tower of the National Bank (1967).



1_3. MY HORSE, FURY

Fury is a ---- type of horse, he lives in the ---- Stables about -- minutes from here - by calèche! Fury weighs -- kg (-- pounds), he eats ---- and ---- and drinks ---- every day. He can pull a load of -- kg (-- pounds). A calèche like this one with four passengers and a driver weighs a total of -- kg (-- pounds). For his work today, Fury is proudly wearing this magnificent harness of the ---- type, a blanket of real ----, --- - coloured pompoms, and the very famous (and practical) horse diaper, an obligatory part of the wardrobe of a horse working in Old Montréal...



Photo Denis Tremblay



CAPSULE 1_4 – OBLIGATORY

To the right



Photo Denis Tremblay

1_4. LADIES AND GENTLEMEN THE NOTRE-DAME BASILICA OF MONTRÉAL!

Seen from below, do the great bell towers of the Basilica remind you of those of the Notre-Dame Cathedral in Paris? Dating from the 1820s (it replaced the old church of Ville-Marie), Notre-Dame was designed by James O'Donnell, a New Yorker of Irish origin and protestant by religion! The **Notre-Dame Basilica*** of Montréal was the first Neo-Gothic church in Canada and its bell towers were inspired by what was fashionable in the 19th century - and very Anglo-Saxon! No hunchback has ever rung the bells at the Basilica but the Sulpician priests, who arrived in Montréal from Paris in the 1650s, still officiate in the church. The interior (late 19th century) is incredibly ornate. Designed by the French-Canadian architect, Victor Bourgeois, it was inspired by the "Flamboyant French Gothic" of the Sainte-Chapelle in Paris. Pope John Paul II celebrated mass here in 1984, Céline Dion was married here in 1994 in great pomp... and Luciano Pavarotti recorded his famous Christmas concert here. It has to be seen to be believed!

* Basilica: a special term given by the Pope to a Roman Catholic church. Do not confuse it with "cathedral" which is employed for the principal church of a diocese and the seat of the bishop. The cathedral of the Roman Catholic diocese of Montréal is Marie-Reine-du-Monde on Boulevard René-Lévesque downtown.



1_5. THE ALDRED BUILDING

A number of Montrealers think - wrongly - that this old skyscraper (23 floors) is a replica of the famous Empire State Building (102 floors), inaugurated in the same year in New York (1931). The two buildings are different but both are fine examples of the Art-Deco style which was very fashionable at the time when Montréal was incontestably considered the metropolis of Canada.



Photo Normand Rajotte



CAPSULE 1_6 – OPTIONAL

Take Rue Notre-Dame west... On the northwest corner of Rue Notre-Dame and Boulevard Saint-Laurent, on the left

1_6. MONTRÉAL TO DETROIT... BY CADILLAC!

At one time, the home of Antoine Laumet dit de Lamothe-Cadillac was located on this spot (at the northwest corner of Rue Notre-Dame and Boulevard Saint-Laurent). A fur trade merchant, he was the founder of the city of Detroit in the United States. Today, Detroit, where the famous Cadillac motor cars are manufactured, is about a 10-hour drive from Montréal... by Cadillac, of course! In the early 1700s, it took Antoine and his French colleagues six weeks by canoe to cover the distance from the Lachine Rapids to the Detroit River at the western end of Lake Erie! By this long and perilous journey, he was destined to found a great city whose inhabitants would one day be more numerous than the whole of New France!



The Mussen Building in 1910.

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Albums de rues Édouard-Zotique Massicotte, 3-130-b.



1_7. THE THREE COURT HOUSES

Along with City Hall, behind us, the three large buildings on Rue Notre-Dame are also part of the *Cité administrative* (Administrative City). First of all on the right, we can see the **Old Court House** (1857, annex 1905) which housed the Civil Court; today, it houses the City of Montréal's financial services. On our left, the **Ernest-Cormier Building**, inaugurated in 1926, originally housed the Criminal Court; today, it houses the *Cour d'appel du Québec* (Québec Appeals Court). And finally, on the right, we can see the **modern Palais de Justice** (Court House) (1971), which houses a large number of tribunals and judicial services. In front of the building, the sculpture "Allégrocube" falls within the studies of moving shapes and light, research that interested artist **Charles Daudelin** at that particular time. To understand it, you need to realize that the cube was originally equipped with a mechanism which enabled it to open and close. In Québec, Charles Daudelin is considered a pioneer of abstract sculpture and of art integrated with architecture.



Photos Denis Tremblay



CAPSULE 1_8 – OBLIGATORY
*On the corner of Place Jacques-Cartier
On the right*



Photo Denis Tremblay

**1_8. THE SILVER DOLLAR SALOON,
TRENDY BAR OF THE 1930S**

Today, a **Tourist Information Office** is housed in the Antoine-Malard House (1810), at the corner of Place Jacques-Cartier and Rue Notre-Dame. Because of its location, this house is one of the most frequently reproduced images of times past after the Château Ramezay. Over the years, this house was occupied by a number of different businesses, the most famous being the Silver Dollar Saloon, which was very popular during the Depression years (1930s) because patrons literally walked on ... money! The innkeeper encrusted American \$ 1 silver coins into the floor and the counter of his bar. Newspapers of the time reported that the barman could press a button and deliver a small electric shock to any bothersome client who tried to extricate the precious coins from the mahogany counter.



CAPSULE 1_9 – OBLIGATORY
*Place Jacques-Cartier
On the right*



Photo Normand Rajotte

1_9. THE NEW MARKET - IN PERPETUITY

For many years, **Place Jacques-Cartier**, on your left, was a public market, known as the New Market. It came into existence at the beginning of the 1800s on land given to the city by Joseph Périnault and Jean-Baptiste Durocher on the condition that a public market is installed there “in perpetuity”. The generous donors subsequently sold the neighbouring lots - without too much difficulty. The fine homes we see today with their dormer windows were built at that time. In the centre of the square, at the base of the **Nelson Column***, a seasonal kiosk sells fruit, soft drinks and souvenirs for tourists. After a detour east, we will return and drive past the buildings which you can see at the top of the square - City Hall (right) and the Old Court House (left).

* Erected in 1809; 34 years before the famous monument on Trafalgar Square in London which was inaugurated in 1843!



On the left

1_10. A HÔTEL DE VILLE (CITY HALL) “À LA FRANÇAISE”

The building across the street from the Château Ramezay, to our right, has much more of the allure of a château... but it isn't one! Montréal's City Hall was completed in 1878 in the French Second Empire style (then rebuilt and enlarged after a fire in 1922). It houses the municipal council and the office of the mayor. In Montréal, we have municipal elections every four years. Free guided tours are offered in the summer months. City Hall is the most spectacular of the ensemble of buildings which forms the *Cité administrative* (Administrative City). This part of Old Montréal is still today the heart of all civil and judicial power for the whole Montréal metropolis. In the evenings, all the buildings of the *Cité administrative* are illuminated.



Photo Denis Tremblay

Opposite City Hall
On the right

1_11. AN EXCEPTIONAL MONUMENT

On our left, we can see Montréal's oldest historical museum housed in a remarkable building of New France which is proudly called the “Château Ramezay” after Governor Claude de Ramezay who constructed his residence here in 1705 (originally it was called Hôtel de Ramezay). Behind the building and open to the public is the Governor's Garden laid out as it might have been in the time of the de Ramezays. It consists of an ornamental garden, vegetable garden and orchard. The Hôtel de Ramezay was rebuilt and enlarged by the *Compagnie des Indes* (East India Company) in 1756 after having survived a fire in 1754. It housed company offices as well as lodgings for their chief agent in Canada. At that time, the *Compagnie des Indes* held the monopoly of the export of furs to France from the whole of French North America. To see the extraordinary interior of the Château with its stone vaults, you must visit the museum where you can learn all about the eventful history of this very special building, Montréal's first historic monument*.



Photo Normand Rajotte

* The little turret was added in 1903, after the creation of the museum.

2ND SECTION: IN THE OLD FAUBOURGS (7 CAPSULES / 6 OBLIGATORY)



CAPSULE 2_1 – OBLIGATORY
*Take Rue Gosford north...
When crossing Rue Saint-Louis*

2_1. FAUBOURG SAINT-LOUIS

As we cross Rue Saint-Louis, we are at the heart of the old **Faubourg Saint-Louis** (suburb) which grew up just outside the fortifications in the 1740s. The wooden houses which were built in the suburbs at that time resembled the little pink house which you can see on the left on Rue Saint-Louis. Classified as a historic building, the **Brossard-Gauvin House** was built about 1750. It is a perfect example of an 18th-century style “bungalow”! As we go up this slope, formerly called the Saint-Louis Hill, we are going back inside the old walls and we’ll see the line of the fortifications marked on the road surface. The next street that we cross, Rue du Champ-de-Mars, leads directly onto the Champ-de-Mars behind City Hall where some remnants of the fortifications are visible.



Photo Denis Tremblay



2_2. LES “JARDINS VIGER” (VIGER GARDENS)

Today, it is difficult to imagine **Viger Square** as it was in the 19th century when it was known as the Viger Gardens. Municipal greenhouses were located here and there were even musical concerts! Since the construction of the Ville-Marie Expressway (1970s), and the refurbishment of the square in concrete on top of the highway with contemporary sculptures (1985), the area has become an outdoor refuge for the city’s homeless. However, the square will be restored and one day we will see the *Quartier de la Santé* (Health Care District) in front of us, the site of the future CHUM (University of Montréal’s Hospital Centre). The Ville-Marie Expressway will be completely covered over, pedestrian and bicycle paths will improve this whole area, and make for better connections between downtown and Old Montréal.



Photo Denis Tremblay



2_3. VIGER STATION-HÔTEL

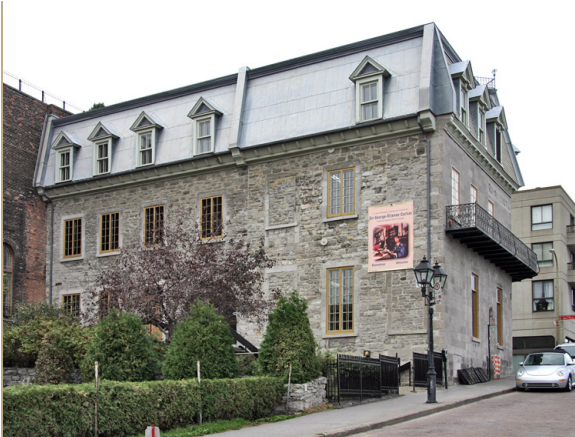
Shortly after the construction of the Dalhousie Station, Canadian Pacific replaced it by building the Windsor Station in the west of downtown for departures for the West. Then at the turn of the century, they constructed this impressive station to serve Québec and the north shore of the St. Lawrence. In all major Canadian cities, the company constructed grand hotels and stations in the so-called “château” style. Five years after the famous Château Frontenac in Québec City, the American architect, Bruce Price, was once again inspired by French Renaissance châteaux to create the **Viger Station-Hôtel** in Montréal inaugurated in 1898. The station occupied the ground floor and the upper floors housed a total of 88 rooms and a restaurant with a terrace on Craig Street (now Rue Saint-Antoine). In the near future, you will be able to rent a room here once again with a view over the new Viger Square and downtown because a developer has just acquired the building from the City of Montréal who used it to house various municipal services since the 1950s. So this splendid building will be transformed into a hotel and condominiums. To be continued....



Photo Normand Rajotte



CAPSULE 2_4 – OBLIGATORY
Take Rue Berri south



Photos Denis Tremblay

2_4. SIR GEORGE-ÉTIENNE CARTIER'S HOUSE

Thirteen years before the construction of the Dalhousie Station, **Sir George-Étienne Cartier** lived in the house just above our heads to the left. He died in London in 1873, so he never saw the first train depart for Vancouver although he was one of the people credited with the railway's construction. A lawyer by profession, Cartier was a Conservative Member of Parliament, co-Prime Minister of United Canada* with Sir John A. MacDonald, and a Father of the Canadian Confederation. A visit to the Cartier family home is like being plunged into Victorian times and the atmosphere of the 19th century. Guides in period costumes recount all manner of stories concerning this great politician.

* The regime known as United Canada preceded the Canadian Confederation which united the first four provinces of the country in 1867.





2_5. THE FIRST TRANS-CONTINENTAL TRAIN STATION

The red brick and stone building, on your right, once housed the first trans-continental train station in Canada, from which the very first train left Montréal for Vancouver, British Columbia, in 1886. The **Old Dalhousie Station** now houses the **Cirque Éloïze** (Eloïze Circus) which participated in the closing ceremonies of the Turin Winter Olympic Games in February 2006. On the ground in **Dalhousie Square**, the rail tracks and buffers remind us of its railway past. In the distance, you can also see a contemporary sculpture by Jocelyne Allouche which indicates the former site of the Québec Gate. In the days of the fortified town, Rue Saint-Paul passed through this gate to a “faubourg” (by definition, a “faux bourg” * was a suburb outside the walls). The **Faubourg Québec** was one of Old Montréal’s first suburbs or faubourgs. As you can see, since the 1980s, a new Faubourg Québec is growing up here, in a post-modern version. Apartments and condominiums are still under construction.

* “Faux” meaning false and “bourg” signifying a large village.



Photo Denis Tremblay



CAPSULE 2_6 – OBLIGATORY

Take Rue Berri south...

On the Quai de l'Horloge (Clock Tower Pier), on the left



Photos Denis Tremblay

2_6. THE CLOCK TOWER

While we're making our left turn towards the old Faubourg Saint-Louis outside the fortified city, take a look to your right. At the end of a pier, you'll see the **Clock Tower** constructed in 1922. It commemorates the courage of merchant seamen during the First World War. This tower has become the symbol of the Port of Montréal, one of the most important inland ports in the world, an ocean port 1,600 km from the Atlantic Ocean.





2_7. AN IMPOSING GATEWAY TO THE PORT

Inaugurated in 1930 and originally called the Harbour Bridge, the **Jacques Cartier Bridge** was re-baptized in 1934 to honour the 400th anniversary of the explorer's first visit to Canada*. Like a huge gateway, this striking bridge marks the entrance to an important river terminal (the span is high enough for Trans-Atlantic vessels to pass beneath it). However for the 34 million drivers who use it every year, it is known as the "crooked" bridge** because of the three curves which they have to negotiate on its 3.4 km length (just less than 2 miles) linking the Island of Montréal to Longueuil on the south shore.

* As a gift from France, Montréal received a bust of Jacques Cartier which was installed on the bridge near the exit for Ile Sainte-Hélène. The Jacques Cartier Bridge was not designed by French engineer, Gustave Eiffel, as is commonly thought, and the four little "Eiffel" towers at the highest points of the structure were not gifts from France - they appear on the original plans for the structure.

** During construction of the bridge (at the end of the 1920s), Hector Barsalou, owner of a soap factory, contested his notice of expropriation and won his case. The bridge engineers were therefore obliged to avoid the Barsalou factory by creating the legendary curve near the beginning of the bridge on the Montréal side! Two other deviations also exist on the bridge: the so-called Craig curve (nicknamed the "Curve of Death" above Rue Saint-Antoine) and a third curve further south just after Ile Sainte-Hélène.



Photo Denis Tremblay

3RD SECTION: ALONG THE OLD PORT (GOING WEST) (5 CAPSULES / 4 OBLIGATORY)



CAPSULE 3_1 – OPTIONAL
*Take Rue de la Commune west...
On the right*



Photo Denis Tremblay

3_1. SISTER BONNEAU'S LITTLE MIRACLES

Here, just beside the chapel, at what was then called the Refuge for the Poor, another “Madonna of Mercy” brought about thousands of little miracles in the early years of the 20th century. Her name was Sister Rose-de-Lima Bonneau, and she was a Grey Nun. Today renamed Accueil Bonneau, this refuge serves nearly 350,000 meals to homeless people every year, and runs four rooming houses.



CAPSULE 3_2 – OBLIGATORY
Still on the right



Photo Denis Tremblay

3_2. THE SAILORS' CHURCH

Immediately after the Bonsecours Market, we can see the oldest pilgrimage chapel in Montréal, the **Chapel of Notre-Dame-de-Bon-Secours**. Originally constructed in 1675, the church was rebuilt after a fire in 1771, and then renovated according to the tastes of the time with theatrical statues just before 1900. Look up above us ... do you see the huge statue of the Virgin at the top of the tower of the chapel looking down over the port? ... Imagine its sunset... and think about the poet, Leonard Cohen, a Montrealer in origin, who wrote his most famous song “Suzanne”..... and dedicated it to the Montréal dancer Suzanne Verdal*, who lived not far from here in the 1960s. She was on friendly terms (let's say a spiritual and inspirational relationship) with Leonard Cohen.

“And the sun pours down like honey
On our Lady of the harbour
And she shows you where to look”
 (“Suzanne”, Leonard Cohen, 1967)

* For your Québec and Montréal clients, Suzanne Verdal was the former wife of the sculptor Armand Vaillancourt.



3_3. BONSECOURS MARKET

The large building with the silver dome, which we are driving past on the left, still belongs to the City of Montréal. The Bonsecours Market* was constructed in 1847 to house not only the city's largest market but also to serve as City Hall, and even for a few weeks to house the Parliament of "United Canada". The dimensions of the building are surprising considering that Montréal only had 50,000 inhabitants at that time. Today, the Bonsecours Market houses three restaurants and 14 craft stores specializing in products made in Québec.

* Note that the name is written in English on the pediment on this side of the building. In the 19th century, Montréal had an anglophone majority for a few decades. On the Rue Saint-Paul side, the name is written in French.



Photo Denis Tremblay



3_4. THE PIERS OF THE OLD PORT

Between the first locks of the Lachine Canal, behind us, and the Clock Tower, which we will see further east, there are four piers built at the end of the 19th century and early 20th century. In front of us to the right, thousands of cruise ship passengers stop over in summer and fall at the **Iberville Passenger Terminal** on **Alexandra Pier**. On **King Edward Pier**, at the foot of Boulevard Saint-Laurent, the **Montréal Science Centre** can be visited with its **IMAX** theatre. Other activities available from the **Jacques Cartier and Clock Tower Piers** include taking a short cruise on the river or crossing it by ferry, or getting lost in the Labyrinth of Shed #16. There's no doubt that the Jacques Cartier Pier at the foot of the square of the same name is the most lively part of the Old Port due to the numerous events held there in both summer and winter (Cirque du Soleil, Montréal Highlights Festival, Canada Day, etc.) There's an outdoor skating rink on the Bonsecours Basin, and splendid viewpoints of the river, islands and downtown. The Old Port bike path* is connected to a network of more than 350 km (217 miles) on the Island of Montréal.

* **City Tours - Bicycle Version:** accompanied by the professional guides of **GuidaVélo**, tours depart from the boutique, **Ça roule Montréal**, at 27 Rue de la Commune Est. The circuit (easy - about 15 km) takes about 3 hours and includes Old Montréal, the piers of the Old Port, the Latin Quarter, the Plateau Mont-Royal, the Mont-Royal Park (lower section), and the business district. Schedule: from 9 am - 12 am every Saturday and Sunday from May 19th - October 7th, 2007 (guaranteed departures); Thursdays and Fridays from June 30th - September 3rd, 2007 (minimum 4 participants). Adult charge for 2007: \$ 40 per person (including bicycle rental for the whole day) or \$ 25 per person (bike rental not included). Reservations required: 514 844-4021.



Photo Société du Havre de Montréal



3_5. THE “COMMUNE”

In the time of Ville-Marie, the “commune” was a strip of land left free for animals to graze in common beside the river. If we had been here in the days of the fortified town, we would be on the river bank with the fortifications rising on our left to a height of 6 metres (18 feet). Remnants of these fortifications can be seen inside the restaurant Les Remparts. Built on the line of the walls, the old warehouse-stores on your left offer one of North America’s finest old waterfronts. Today, Rue de la Commune runs alongside the **Piers of the Old Port**, an area where many thousands of Montrealers and visitors can stroll in common or travel by bike, boat, roller blade, segway scooter or quadricycle.... However, farm animals are no longer allowed on the “commune”, with the sole exception of horses as long as they are accompanied by a calèche driver!



Photo Denis Tremblay



Photo Normand Rajotte

4TH SECTION: ON THE “MAIN” (4 CAPSULES / 3 OBLIGATORY)



CAPSULE 4_1 – OBLIGATORY
*Take Boulevard Saint-Laurent north...
While crossing Rue Saint-Paul*

4_1. MONTRÉAL'S OLDEST STREET

We are now crossing Rue Saint-Paul, Montréal's first street. In its early days, all the built lots were on the north side and the houses were constructed facing the river. It was a sinuous footpath which led to a pilgrimage chapel and the countryside. In 1672, the Sulpicians officially integrated it into the city's first urban plan when they named the streets in honour of the notable personalities of the city. Rue “Saint-Paul” was, of course, named in honour of Paul de Chomedey Sieur de Maisonneuve, the city's first governor.

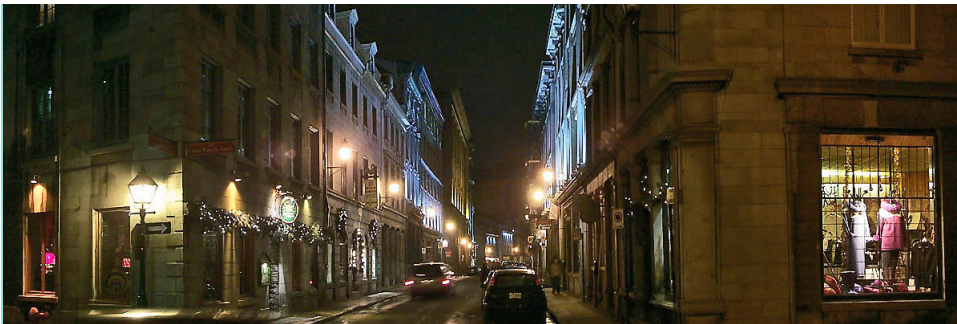


Photo Denis Tremblay



On the left

4_2. MONTRÉAL'S FIRST LOFTS

Here on the left, nurse Jeanne Mance opened Montréal's first hospital, the **Hôtel-Dieu**, in 1644. In the 19th century, the Hospital Sisters, who ran the hospital, wanted to build a new establishment near the Mountain, far from the rapidly developing commercial activity. They demolished the old Hôtel-Dieu and in 1861 built the biggest commercial complex the city had ever seen (here on the left), an ensemble of warehouse-stores which they rented out to merchants who used the spaces for showrooms, warehouses and even workshops and factories. The substantial revenue generated by these businesses was used by the Sisters to finance their charitable works. A hundred years later, the old Hôtel-Dieu warehouse-stores were converted into "Cours Le Royer" by a developer and sold as co-proprieties. Occupied as of 1977, these were Montréal's first condo-lofts.



Photo Denis Tremblay



Photo Normand Rajotte



CAPSULE 4_3 – OBLIGATORY
Take Boulevard Saint-Laurent north...

4_3. A TOUR OF THE WORLD ON “THE MAIN”

We have made a large circular tour around the eastern section of Old Montréal and we are turning left on Rue Saint-Jacques to make another one around the western section. From the 19th century on, Boulevard Saint-Laurent gradually became home to a number of ethnic groups as immigrants arrived from other countries and wanted to live right in the centre of town. If you follow “The Main” for its entire length today, you can make a tour of the world in 18 km (11 miles)! Once the frontier between the “two solitudes”*, English and French, “The Main” has become a meeting place for Montrealers from 80 or more countries. Not far from here, for example, we can see Montréal’s **Chinatown**, which was once a Scottish, Irish, Jewish and French Canadian area.

* “Two Solitudes” (1945) is the most famous novel written by Hugh McLennan (1907-1990), Canadian writer and professor of English at McGill University. It is a metaphor for the tensions between Anglophones and Francophones.



Photo Denis Tremblay



On the northwest corner of Boulevard Saint-Laurent and Rue Saint-Jacques

4_4. THE MOST IMPORTANT FRENCH DAILY NEWSPAPER IN AMERICA

On our right, the distinguished **La Presse Building** (1900) is located in a sector where once many newspapers had their offices. The newspaper La Presse (founded in 1884) has become a veritable organ for the masses with the largest distribution of any French newspaper in America. In Montréal, four important newspapers are published daily (three in French and one in English) but still today, if you buy a copy of La Presse, you can read at the top of the front page, in small print, “The most important French daily newspaper in America”.



Photo Denis Tremblay

5TH SECTION: ALONG RUE SAINT-JACQUES (5 CAPSULES / 3 OBLIGATORY)



CAPSULE 5_1 – OPTIONAL
*Take Rue Saint-Jacques west...
On the right*

5_1. BOUTIQUE HOTEL, TRENDY HOTEL

The next three buildings* on our right were bought and renovated with great attention to detail by the Antonopoulos Group, a family business well known in Old Montréal. The **Hôtel Place d'Armes**, inaugurated in 2000, was the first boutique hotel** of the Historic District. Today, these boutique hotels in Old Montréal are real show places for Montréal design. For example, at certain boutique hotels, if you admire the taps in your room, you can ask at reception and obtain information on the designer and the availability of the product.

* From east to west, they are the **Alexander Cross Building** (1869), the **Banque du Peuple** (1894) and the superb **Great Scottish Life Building** (1870 and 1909), a Scottish insurance company, on the corner of Rue Saint-Jacques and Côte de la Place-d'Armes.

** This new trend in the hotel business was born in New York in the 1980s. Boutique hotels are alternatives to the huge and costly establishments operated by international chains. Personnel and decor are more welcoming and intimate. The name "boutique" also makes reference to the smaller and more convivial size of the establishment (maximum 150 rooms).



Photo Denis Tremblay



5_2. MONTRÉAL'S FIRST SKYSCRAPER

At the end of the 19th century, Montrealers already had big ideas! The very first skyscraper in the city was constructed in 1887- 89 for a New York insurance company. It rose all of eight floors and it was topped by a turret! The structure was built of Scottish red sandstone, with finely carved details at the entrance (you should see them close up). It was a big hit with visitors in 1890, along with the Maisonneuve monument inaugurated in 1895, and was immediately admired by both Montrealers and tourists alike.

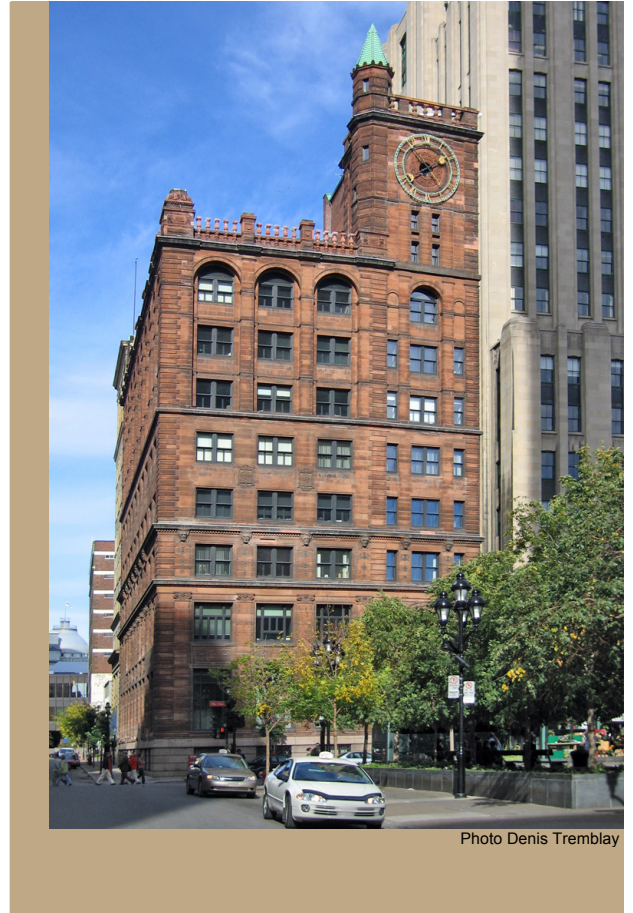


Photo Denis Tremblay



On the right

5_3. THE HEAD OFFICE OF A BANK INSPIRED BY ROMAN ANTIQUITY

On the right, we have the head office of the first Canadian bank, the **Bank of Montréal** (founded in 1817), in a Neo-Classical building (1847) inspired by Roman antiquity. The pediment and columns of the facade are only a preview of the astonishing decor of the main banking hall (enlarged 1905). Attached to the bank is a small museum devoted to money which displays bank notes and coins of different periods, a collection of old money boxes, etc. The bank and museum are open to the public during business hours.

Stop in one of the calèche parking areas on Rue Saint-Jacques, close to Place d'Armes.

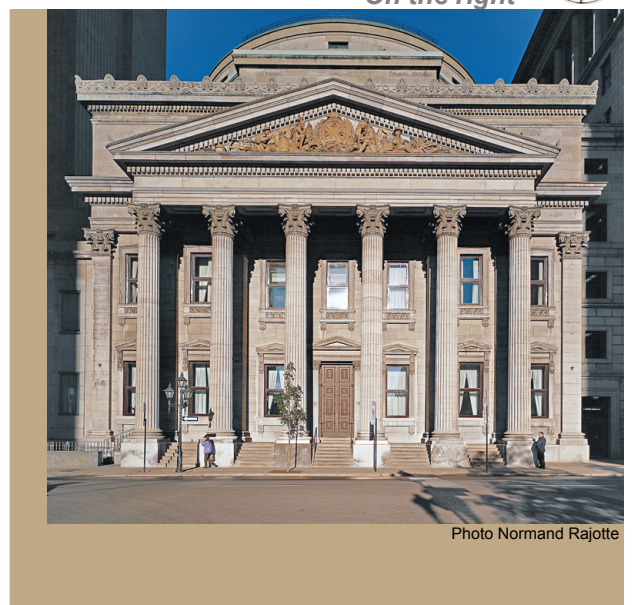


Photo Normand Rajotte



CAPSULE 5_4 – OBLIGATORY

On the left, next to the Notre-Dame Basilica on the other side of Place d'Armes, the Old Sulpician Seminary

5_4. LORDS OF THE ISLAND OF MONTRÉAL

And here finally on our right, we can see the oldest building in Old Montréal, the **Old Seminary of Saint-Sulpice** (c. 1687). The Sulpicians came from the Seminary of Saint-Sulpice in Paris (founded by the priest of the parish of the same name) to train priests and take charge of the first parish of Montréal. At the same time, they became the lords of the Island of Montréal. The Old Seminary was designed by Dollier de Casson, Superior of the Sulpician Order, who also produced the city's first urban plan. The building was enlarged on two occasions (addition of two wings in the early 18th century, then demolition of one of them in order to construct a new wing completed in 1850, where the presbytery of the parish was installed). The parish priest of the Notre-Dame Basilica, the oldest parish in Montréal, has always been and remains a Sulpician. Once the lords of the whole Island of Montréal, the Gentlemen of Saint-Sulpice still live in their old seminary and they still own a number of very fine properties and historic sites in the metropolis.



Photo Normand Rajotte



5_5. CONCLUSION: BACK TO THE “CALÈCHE TERMINUS”

So it's here on Place d'Armes that our calèche ride comes to an end. In half an hour, we've only seen the major attractions of the historic district. I hope you have enjoyed this introductory visit of Old Montréal*. As you've seen during our tour, a number of historic buildings are open to the public. The hidden treasures of our city of stone are all just a few minutes walk from here. It's also very pleasant to stroll along the narrow streets of Old Montréal, as well as to bike on the piers of the Old Port and along the banks of the Lachine Canal, or again just to wander in and out of the numerous art galleries, boutiques and restaurants of this area. Thank you for being so attentive. Fury and I would like to wish you a wonderful stay in Old Montréal. As you will see, the best is yet to be seen!

* **Walking Tours of Old Montréal:** if your clients want to continue to discover Old Montréal on foot accompanied by a professional guide, walking tours are offered by **Guidatour** every day from June 23rd to September 30th, 2007, and also on Saturdays and Sundays from May 19th to June 17th and from October 6th to 14th, 2007. Tickets are on sale 15 minutes before each departure in front of the Notre-Dame Basilica beside the Boutique. There are walking tours in French at 11 am, and in English at 11 am and 1.30 pm (length: 1½ hours). For 2007, the adult tariff is \$ 16.50 (including taxes).



Photo Denis Tremblay

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INTERNET SITES

Old Montréal official web site
<http://www.old.montreal.qc.ca>

Museums of Old Montréal
http://www.vieux.montreal.qc.ca/mus_attr/eng/mus_attr.htm

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Leonard Cohen
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Bell Canada
<http://www.bce.ca/fr/aboutbce/history/index.php>

Centaur Theatre Company
<http://www.centaurtheatre.com>

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