



# OLD MONTRÉAL BY CALÈCHE DOCUMENTARY

APRIL 2007

**ONE-HOUR TOUR**

(10 SECTIONS / 65 CAPSULES / 43 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 1 hour) is suggested. The tour is divided into 10 sections. This contains a total of 65 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.

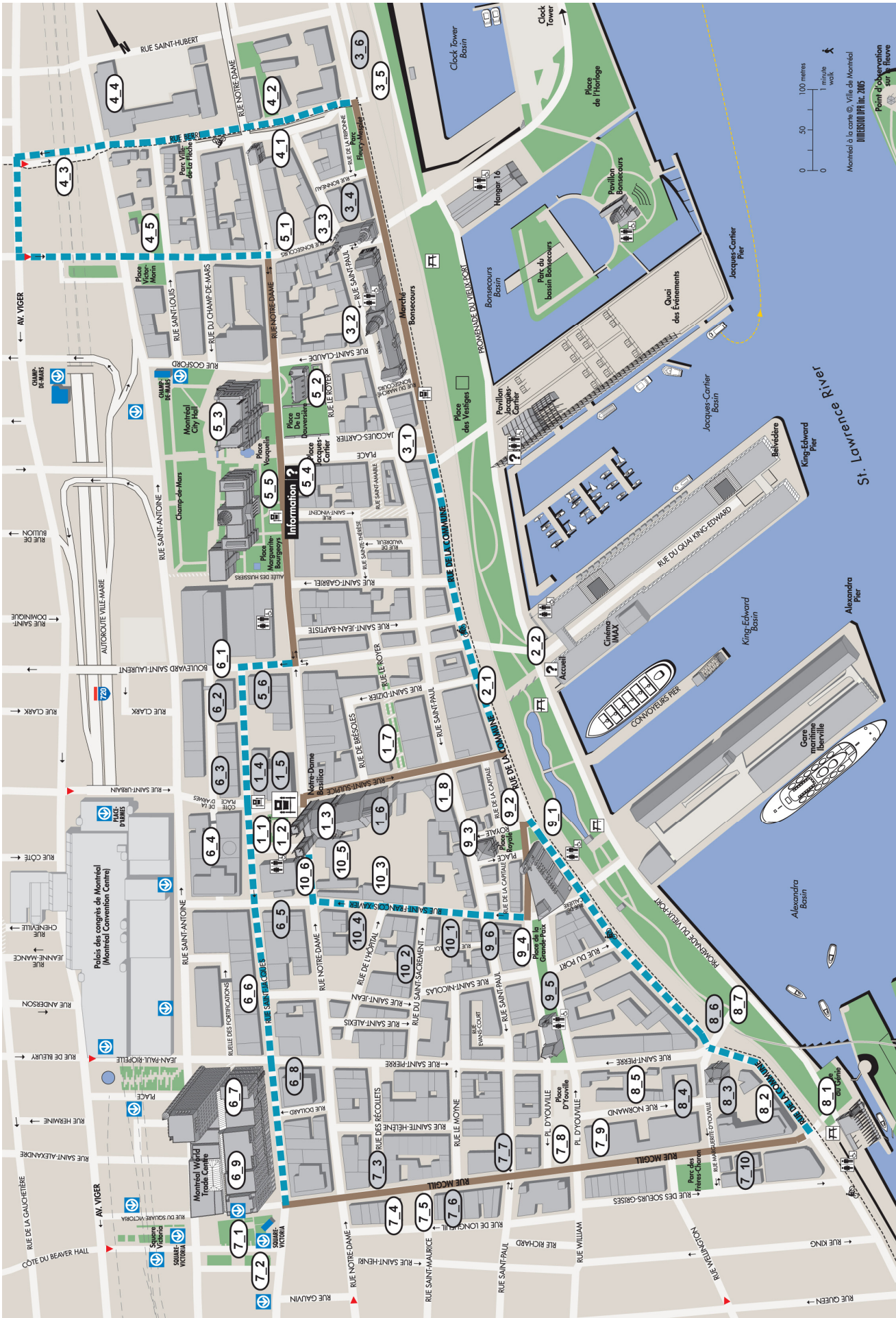
This one-hour route makes a complete tour of Old Montréal. Another tour of 30 minutes is available, which is limited to the most popular sections of the historic district: around Place d'Armes and Place Jacques-Cartier.

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).

## **ONE-HOUR TOUR**

(10 SECTIONS / 65 CAPSULES / 43 OBLIGATORY)



0 50 100 metres  
 0 1 minute walk  
 Montréal à la carte © Ville de Montréal  
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 Point d'observation sur fleuve

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## 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

## 1<sup>st</sup> 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 "Tiohtiaki" which means "where the people and their rivers meet and separate".



Francis Back, 2001

## 2<sup>nd</sup> 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

## 3<sup>rd</sup> 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

## 4<sup>th</sup> 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.

### 5<sup>th</sup> 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

### 6<sup>th</sup> Act: Heart of the Metropolis of Canada (1880-1950)

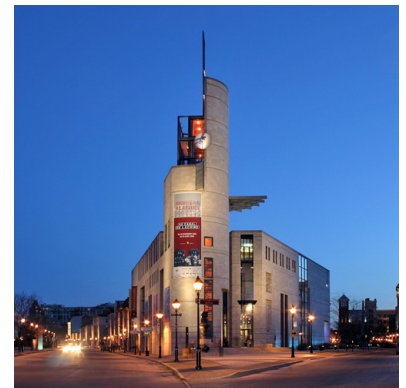
With the inauguration of the Canadian Pacific trans-continental rail line in 1886, Montréal was confirmed as the metropolis of Canada. For several decades, Old Montréal remained the administrative and financial centre. Skyscrapers appeared in the landscape and the head offices of the largest Canadian 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

### 7<sup>th</sup> 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

# ONE-HOUR TOUR

(10 SECTIONS / 65 CAPSULES / 43 OBLIGATORY)

## 1<sup>ST</sup> SECTION: PLACE D'ARMES AND COURS LE ROYER

(8 CAPSULES / 5 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 17<sup>th</sup> 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 18<sup>th</sup> 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 19<sup>th</sup> century (1804 -10). For the next hour, 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 19<sup>th</sup> and early 20<sup>th</sup> 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!

\* 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).



Photo Denis Tremblay



### CAPSULE 1\_3 – OBLIGATORY

To the right



Photo Denis Tremblay

### 1\_3. 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 19<sup>th</sup> 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 19<sup>th</sup> 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.



### CAPSULE 1\_4 – OPTIONAL

On the corner with Rue Saint-Jacques

To the left



Photo Denis Tremblay

### 1\_4. MONTRÉAL'S FIRST SKYSCRAPER

At the end of the 19<sup>th</sup> 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.





*In front of us*

## 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.

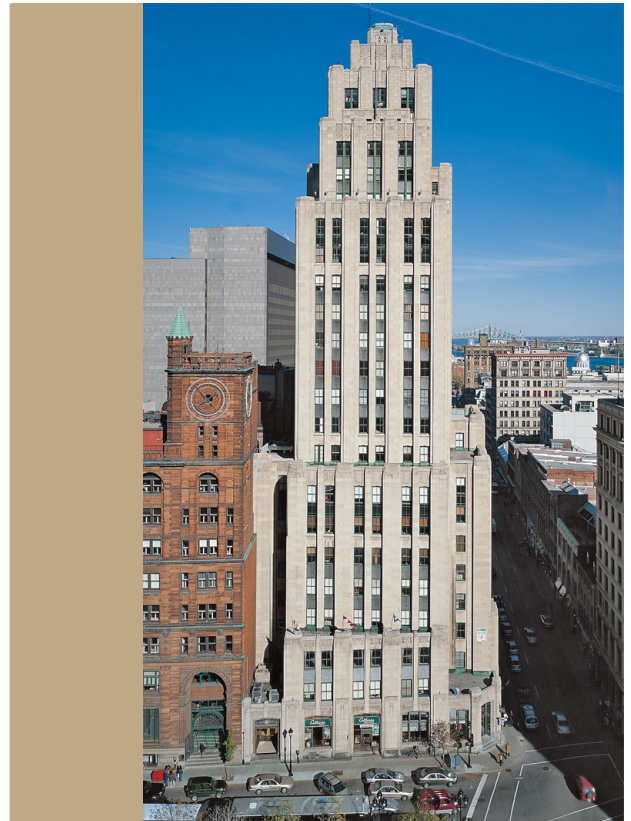


Photo Normand Rajotte



*Take Rue Saint-Sulpice south...  
To the right*

## 1\_6. THE “WEDDING” CHAPEL

On our right behind the Notre-Dame Basilica, we see can the **Sacred Heart Chapel** rebuilt in the 1980s after a fire. It's nicknamed the “wedding” chapel because more than 100 weddings are celebrated either here or in the main church every year. In July 2001, Céline Dion and René Angélil had their son, René-Charles, baptized here according to Greek-Melkite Catholic rites. The whole artistic community turned out for the event along with photographers from all over the world and a great many other curious people.



Photo Denis Tremblay



## CAPSULE 1\_7 – OBLIGATORY

To the left



Photo Denis Tremblay

### 1\_7. MONTRÉAL'S FIRST LOFTS

Here on the left, nurse Jeanne Mance opened Montréal's first hospital, the **Hôtel-Dieu**, in 1644. In the 19<sup>th</sup> 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 Normand Rajotte



## 1\_8. 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

## 2<sup>ND</sup> SECTION: ALONG THE OLD PORT (2 OBLIGATORY CAPSULES)



### **CAPSULE 2\_1 – OBLIGATORY** *Take Rue de la Commune east*



Photo Denis Tremblay

### **2\_1. 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 Normand Rajotte



## 2\_2. 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 19<sup>th</sup> century and early 20<sup>th</sup> 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 19<sup>th</sup> - October 7<sup>th</sup>, 2007 (guaranteed departures); Thursdays and Fridays from June 30<sup>th</sup> - September 3<sup>rd</sup>, 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<sup>RD</sup> SECTION: AROUND PLACE JACQUES-CARTIER (6 CAPSULES / 4 OBLIGATORY)



#### **CAPSULE 3\_1 – OBLIGATORY** *Rue de la Commune east... To the left*



Photo Normand Rajotte

#### **3\_1. 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!



#### **CAPSULE 3\_2 – OBLIGATORY** *To the left*



Photo Normand Rajotte

#### **3\_2. 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 19<sup>th</sup> century, Montréal had an anglophone majority for a few decades. On the Rue Saint-Paul side, the name is written in French.



### 3\_3. 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.



Photo Denis Tremblay

To the left



### 3\_4. 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 20<sup>th</sup> 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.



Photo Denis Tremblay



**CAPSULE 3\_5 – OBLIGATORY**  
*Point out the Clock Tower  
On the right*



Photos Denis Tremblay

**3\_5. 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.







### 3\_6. 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 400<sup>th</sup> 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

## 4<sup>TH</sup> SECTION: IN THE OLD FAUBOURGS (5 OBLIGATORY CAPSULES)



**CAPSULE 4\_1 – OBLIGATORY**  
*Take Rue Berri north...  
On the left*



Photos Denis Tremblay

### 4\_1. 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. MacDonal, 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 19<sup>th</sup> 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.





#### **4\_2. 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 Alloucherie 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.



Photo Denis Tremblay

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



#### **4\_3. LES “JARDINS VIGER” (VIGER GARDENS)**

Today, it is difficult to imagine **Viger Square** as it was in the 19<sup>th</sup> 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



#### 4\_4. 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



#### **4\_5. 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 18<sup>th</sup>-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

## 5<sup>TH</sup> SECTION: ALONG RUE NOTRE-DAME (6 CAPSULES / 5 OBLIGATORY)



**CAPSULE 5\_1 – OBLIGATORY**  
*Take Rue Notre-Dame west...  
On the left as we turn right...*



Photo Denis Tremblay

### 5\_1. RUE BONSECOURS - FIREPROOF IN STONE

Now we're back inside the fortifications in the old city of stone. From here on Rue Notre-Dame, we have a fine view of Rue Bonsecours and the facade of the **Chapel of Notre-Dame-de-Bon-Secours** which we saw from the other side when we were driving along the waterfront. Next door to the chapel on Rue Saint-Paul is the **Marguerite-Bourgeoys Museum** where you can learn all about this great Montrealer. Saint, and Mother Superior of her religious order, Marguerite Bourgeoys built the very first pilgrimage chapel on this site and founded Montréal's first school in the 17<sup>th</sup> century not far away. During the 18<sup>th</sup> century, Rue Bonsecours was bordered with bourgeois homes of stone built to help prevent the spread of fires (obligatory after 1720). Among the finest homes, the last one on the left (c. 1771) which belonged to the Huguenot\* merchant, **Pierre du Calvet**, is today the *Auberge Pierre-du-Calvet*. And the second one on the right, with two rows of dormer windows in the roof (1785), was where politician **Louis-Joseph Papineau** lived. He was the leader of the "Patriotes" and a great adversary of the colonial British regime. Renovated in 1831 to reflect the taste of the time, the house was embellished with a facade of wood fashioned to imitate cut stone.

\* Huguenot: name given by French Catholics to the Protestant followers of John Calvin.



**CAPSULE 5\_2 – OBLIGATORY**  
*On the left*



Photo Normand Rajotte

### 5\_2. 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\*.

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

**CAPSULE 5\_3 – OBLIGATORY**



*On the right*

**5\_3. 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

**CAPSULE 5\_4 – OBLIGATORY**



*On the northwest corner of Place Jacques-Cartier  
On the left*

**5\_4. 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.



Photo Denis Tremblay



**CAPSULE 5\_5 – OBLIGATORY**  
**Along Rue Notre-Dame**  
**On right and left**



Photos Denis Tremblay



## 5\_5. 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.

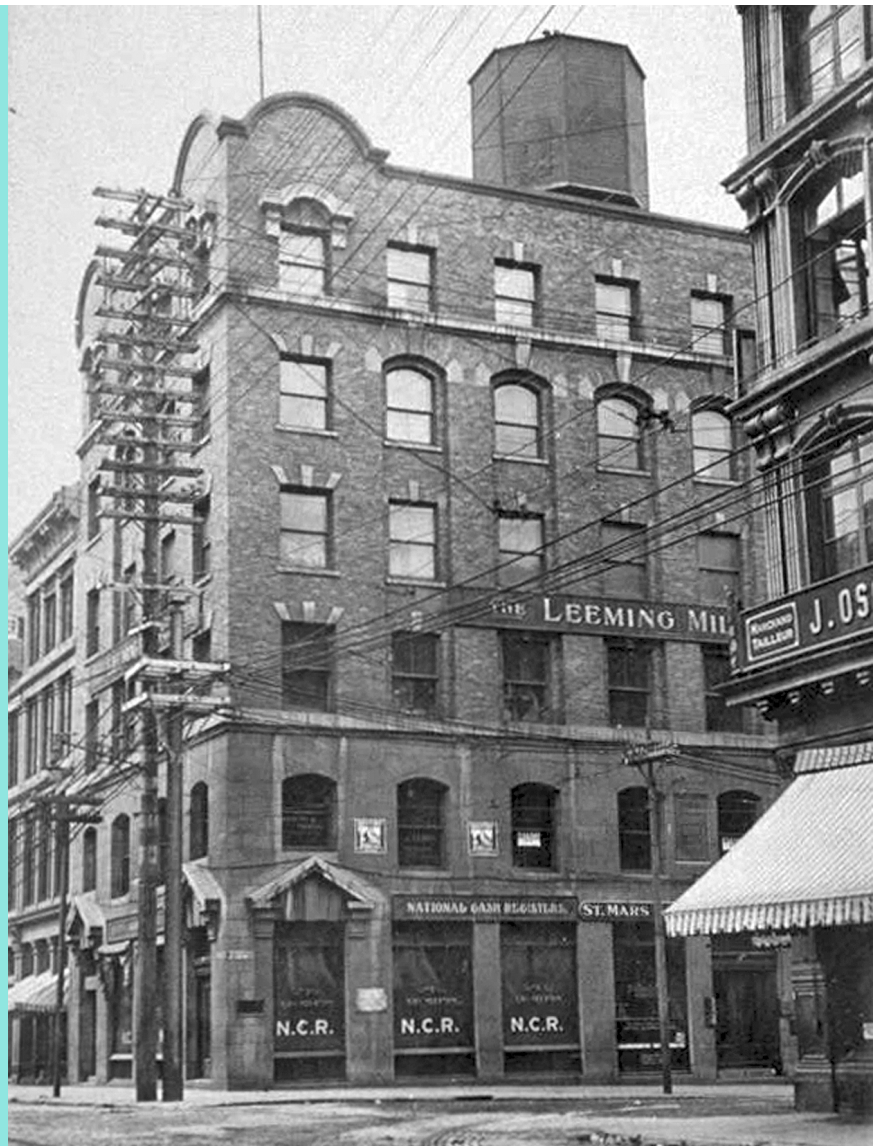






## 5\_6. MONTRÉAL TO DETROIT... BY CADILLAC!

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.

## 6<sup>TH</sup> SECTION: ALONG RUE SAINT-JACQUES (9 CAPSULES / 4 OBLIGATORY)



### **CAPSULE 6\_1 – OBLIGATORY** *Take Boulevard Saint-Laurent north...*



Photo Denis Tremblay

#### **6\_1. 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 19<sup>th</sup> 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.



### **CAPSULE 6\_2 – OPTIONAL** *Take Rue Saint-Jacques west... On the northwest corner of Boulevard Saint-Laurent and Rue Saint-Jacques*



Photo Denis Tremblay

#### **6\_2. 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”.



On the right

### 6\_3. 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).

*After continuing our tour west towards the Faubourg des Récollets and Pointe-à-Callière, we'll return to Place d'Armes via Rue Notre-Dame.*



Photo Denis Tremblay

CAPSULE 6\_4 – OBLIGATORY  
Take Rue Saint-Jacques west...  
On the right



### 6\_4. 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.



Photo Normand Rajotte



**CAPSULE 6\_5 – OPTIONAL**  
*At the corner of Rue Saint-François-Xavier*  
*On the left*



Photo Denis Tremblay

**6\_5. THE VAULT OF THE NATIONAL BANK**

Even though the **National Bank** (1967) was designed by the same firm of architects (David, Barrot and Boulva) as the modern Court House, which we saw a little further east, the large black granite cube standing on two pillars on our left is not a second “Allégrocube” sculpture but it contains the bank’s vault\*. This 32-storey skyscraper marks the presence in the heart of the business quarter of the BCN (Banque Canadienne Nationale), the most important French Canadian bank.

\* Warning to would-be thieves: the vault is only accessible from the interior of the building and is protected by a double concrete partition where water runs under pressure infiltrated by an electric current.



**CAPSULE 6-6 – OBLIGATORY**  
*Along Rue Saint-Jacques going west...*



**6\_6. “WALL STREET” - MONTRÉAL VERSION**

Until the 1960s, Rue Saint-Jacques was lined with the head offices of the country’s biggest banks and insurance companies. For this reason, it was often called “Canada’s Wall Street”. You can admire the fine facades, sculpted stone and mansard roofs such as that of the **London & Lancashire Building** (on the left at no. 244) as well as huge colonnades especially that of the **CIBC** (on the right at no. 265). The splendid **Molson’s Bank**\* (on the left at no. 288) in Second Empire style is reminiscent of a grand bourgeois residence in Paris.

\* Molson’s Bank (belonging to the famous Molson family of brewery fame) was absorbed by the Bank of Montréal in 1925.



Photos left and bottom: Normand Rajotte, right: Denis Tremblay



## 6\_7. THE CHIC HÔTEL “LE ST. JAMES”

In Old Montréal today, there are a number of boutique hotels in heritage buildings but Le St. James is without a doubt in a category of its own. This superb hotel is a veritable museum full of genuine art works, historical paintings and period furniture. Le St. James welcomes both local and international celebrities (for example, the Rolling Stones, Madonna, etc.). The penthouse suite on the top floor rents for \$6,000 a night in the high season.



Photo Normand Rajotte



Photo Denis Tremblay



**CAPSULE 6\_8 – OPTIONAL**  
*Opposite the St. James*  
*On the left*



Photos Denis Tremblay

**6\_8. THE ROYAL BANK**

If the Bank of Montréal, behind us, evokes Roman antiquity, then the former head office of its greatest rival, the **Royal Bank**, is a 21-storey skyscraper built on top of a base inspired by the palaces of the Italian Renaissance, both inside and out. The building was inaugurated in 1928, just prior to the Great Crash. Today, the Royal Bank is the biggest and wealthiest Canadian bank (the Bank of Montréal takes second place). The bank's ATMs, located in the splendid banking hall, are accessible 24 hours a day, seven days a week! It's therefore possible to go inside whenever you wish and get an eyeful quite safely - under the watchful eye of a security guard. No photography is allowed.





**6\_9. CENTRE DE COMMERCE MONDIAL  
(MONTRÉAL WORLD TRADE CENTRE)  
WITH ITS ATRIUM**

Who would have thought that a real **World Trade Centre** could be constructed along an old delivery laneway! Behind these stone facades on our right, and parallel to us, is **Ruelle des Fortifications**, one of the oldest streets in Montréal laid out between 1804 and 1817 on top of the line of the old fortifications when they were demolished. Since 1992, a section of this laneway has been covered by a huge glass atrium and has become the main artery and ground floor of the Montréal World Trade Centre (WTC). A fine example of the integration of older buildings with modern ones, the architecture of the WTC is outstanding. However, to appreciate it, you must see it from the inside\*...

\* In Ruelle des Fortifications, an authentic piece of the Berlin Wall is on display as well as a statue of Amphitrite dating from the 18<sup>th</sup> century and brought here from France. The statue stands in a splendid fountain beside the offices of **Power Corporation** and **Canada Steamship Lines**. From the World Trade Centre, you can access a network of nearly 30 km of corridors, galleries, atriums and tunnels linking around 60 different buildings in the International Quarter and Downtown. It's the first modern interior city in the world!



Photo Denis Tremblay

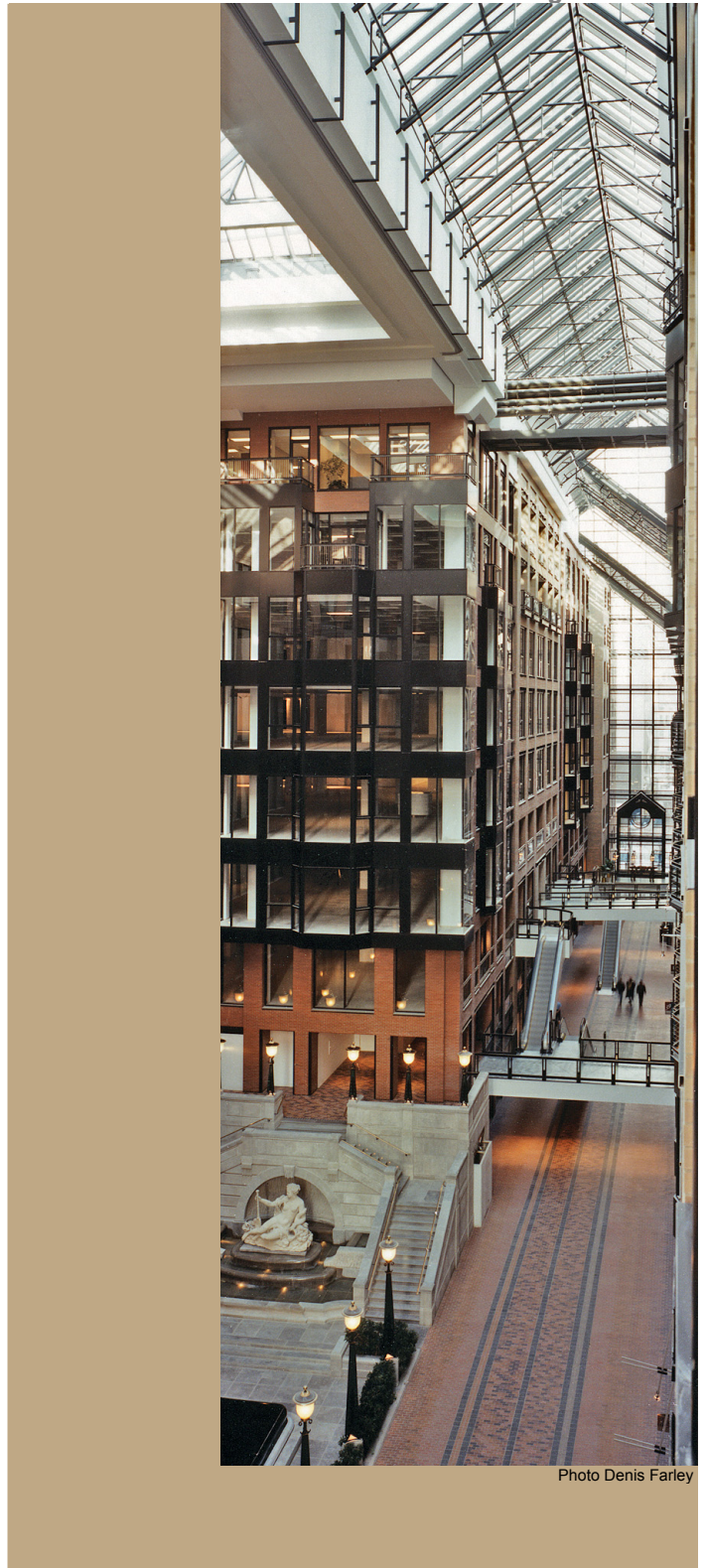


Photo Denis Farley

## 7<sup>TH</sup> SECTION: ALONG RUE MCGILL (10 CAPSULES / 6 OBLIGATORY)



### CAPSULE 7\_1 – OBLIGATORY

Take Rue McGill south...

At the corner of Rues Saint-Jacques and McGill, on the right

### 7\_1. SQUARE-VICTORIA, A VERY FRENCH “MÉTRO”!

Inaugurated in 1860 in a place originally called Commissioners' Square or Haymarket Square, **Victoria Square** is today the centre of the prestigious **Quartier international** (International Quarter). Montréal is home to sixty or so international organizations. In addition to the **Centre de commerce mondial** (World Trade Centre), around Victoria Square there are several head offices; for example, **Québécois** (owners of the newspaper, *Le Journal de Montréal*), the **International Civil Aviation Organization** (ICAO), which is an organ of the United Nations, and most recently, the administrative centre of the **Caisse de dépôt et de placement du Québec** (Québec Pension Investment Fund) known as Centre CDP. In the middle of the square, two symbols face each other, one English, one French. Today, surrounded by skyscrapers, these symbols seem very small. The statue of **Queen Victoria**\* commemorates the young monarch crowned at the age of 18 whose reign was the longest in British history (1837-1901). In front of her, there is an authentic **entrance gate from the Paris métro**, Art Nouveau in style and designed by Hector Guimard, which was given to Montréal by the city of Paris in 1967.

\* Metro station with pedestrian access to the interior network, Square-Victoria is one of three métro stations on the orange line serving Old Montréal (along with the Place d'Armes and Champ-de-Mars stations). Both Place d'Armes and Square-Victoria give access to the interior network (nearly 30 km of galleries, tunnels and corridors linking around 60 different buildings in the International Quarter and Downtown).



Photo Denis Tremblay





*In front of us, on the west side of Square Victoria*

## 7\_2. THE HAWKS OF THE STOCK EXCHANGE TOWER

The 47-storey black skyscraper dominating the west side of Victoria Square is officially called **Place Victoria\***, however Montrealers know it better as the Stock Exchange Tower because it has housed the trading floor of the Montréal Stock Exchange since 1965. The Montréal Stock Exchange specializes in derivatives such as equity options and futures trading. If you hear tell of the hawks of the Stock Exchange Tower, it won't be a reference to the power and combative spirit of the stockbrokers who work there. No, it refers to a pair of Peregrine Falcons who sometimes nest on the sides of the building!

\* Place Victoria also houses other important organizations such as the International Air Transport Association (IATA) and the head office of the World Anti-Doping Agency (WADA).

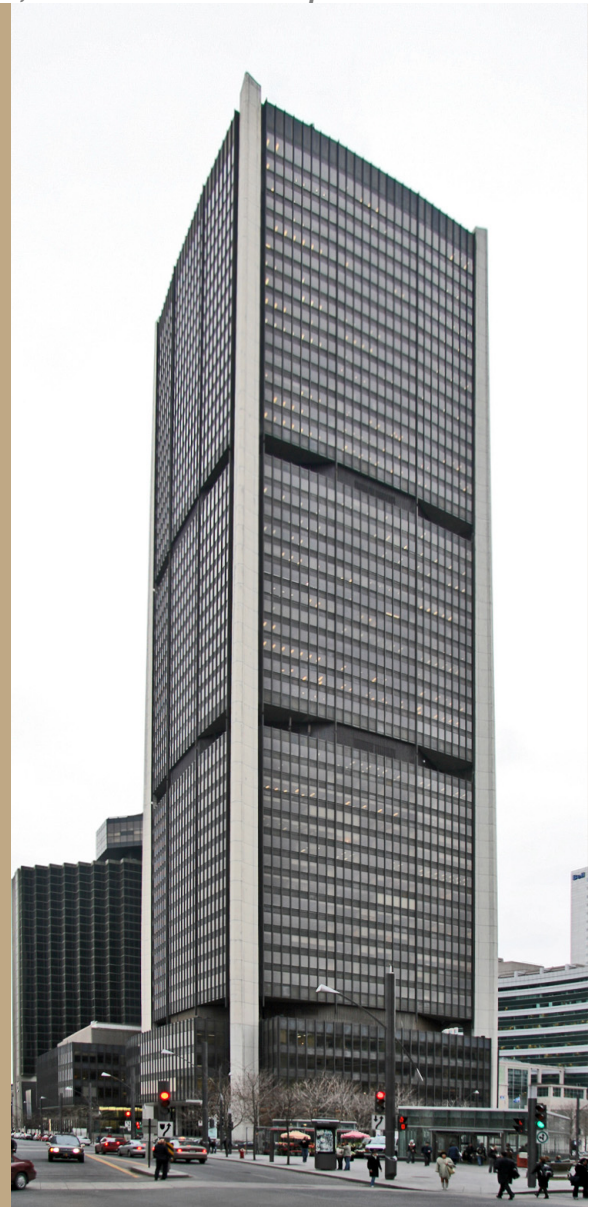


Photo Denis Tremblay



**CAPSULE 7\_3 – OPTIONAL**  
**Take Rue McGill south...**  
**At Rue des Récollets**



Photos Denis Tremblay

**7\_3. STORE-RESIDENCES  
 AND WAREHOUSE-STORES**

Here, on our left, we have a brief glimpse of the splendid warehouse-stores of Rue des Récollets. On the right (412-414 McGill), we can see the Jacob De Witt store-residences (1846), designed for housing and small shopkeepers, or for cottage industries. Immediately afterwards, on the corner of Rue Saint-Paul and making a strong contrast, we can see the Dominion Block warehouse-stores (1867) designed for big business and industrial production (upper floors).



**CAPSULE 7\_4 – OBLIGATORY**



Photo Pierre Malo

**7\_4. THE RENAISSANCE OF GRIFFINTOWN**

We are now driving alongside the western limit of Old Montréal because the fortifications were here on our right in line with the sidewalk (indication to be put on the ground between Rue Saint-Maurice and Rue Saint-Paul in 2007 or 2008). Soon, we'll be crossing Rue Notre-Dame where once the Récollet Gate stood which led to the **Faubourg des Récollets**. At the end of the 19<sup>th</sup> century, this area and **Griffintown** further south (the first English neighbourhood of Montréal), ended up forming the very first industrial park in Canada. Gradually, the population and the industries left this area except for the Irish who remained faithful to Griffintown. Today, the warehouses, workshops, factories, foundries and forges of the sector have been recycled into condominiums, production studios and offices for the very trendy **Cité Multimédia** (Multimedia City)\*. Here and there in the shadow of the new post-modern buildings, a few pieces of waste land exist, still haunted by the ghosts of Old Griffintown but also, more and more, by real estate developers.

\* The *Cité Multimédia* is a sector where businesses specializing in the creation of computer programs of all types have been established, notably those used to create special effects in the film industry. Many video-games are also created in Montréal. Today, the multimedia industry employs more than 10,000 people.



## 7\_5. THE “HORSE MEN”

Not far from here, we can find the oldest stable still in existence in Montréal, the Griffintown Horse Palace. Founded in 1840, the Horse Palace has been owned by Irishmen since the 1860s. The oldest Montréal calèche driver, Leo Leonard (nicknamed Clawhammer Jack), has been the owner since the 1970s. He is one of the last old stock Irishmen to live in Griffintown. Leo Leonard became a “horse man” in the 1940s delivering ice. In the 19<sup>th</sup> century, the Griffintown stables housed hundreds, maybe even thousands, of horses\*. Today, only three stables remain in the area. They are home to the sixty or so calèche-horses which you see on the streets of Old Montréal.

\* According to Leo Leonard, once upon a time there were 3,000 horses in this area, or one horse for every 30 residents of Montréal.



Photos Denis Tremblay



## 7\_6. 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 7\_7 – OPTIONAL**  
**At the corner of Rue Saint-Paul**  
**On the right**



Photos Denis Tremblay

**7\_7. THE GRAND TRUNK’S “IRON HORSES”**

The **Grand Trunk Building**, now known as **Édifce Gérald-Godin\***, is a splendid structure (c. 1902) which once housed the head office of the Grand Trunk Railway Company (founded in 1852). Ancestor of Canadian National, the Grand Trunk was the great rival of Canadian Pacific at the time when the “iron horses” proliferated and there were a number of companies. The Grand Trunk established itself in Pointe-Saint-Charles (south of the Lachine Canal) even before the opening of the Victoria Bridge in 1860. Montréal soon became an important railway centre connected to the Great Lakes and to the Atlantic via the south shore of the St. Lawrence. To the left, the **Hôtel Saint-Paul** is another boutique hotel located in the elegant former **Canadian Express Building** (1908), subsidiary of the Grand Trunk, which specialized in money orders and traveller’s cheques.

\* Today, the *Édifce Gérald-Godin* houses the offices of the *ministère de l’Immigration et des Communautés culturelles du Québec* (Québec Government Ministry of Immigration and Cultural Communities).



**CAPSULE 7\_8 – OBLIGATORY**  
**On Place D’Youville**  
**On the left**



Photo Denis Tremblay

**7\_8. A FIRE STATION ON TOP OF A RIVER**

At the far end of the parking lot, we can see the facade of a former fire station in red brick with a Flemish or Dutch look. It was constructed in 1903 at a time when fire engines were still pulled by horses! Today, the former fire station houses the **Centre d’histoire de Montréal** (Montréal History Centre). If we were to excavate in the basement of the Gérald-Godin Building (on our right), maybe we would find vestiges of the old Moulin Bastion which existed at the place where the western and southern walls of the fortifications met. We are therefore outside the southern limit of the old fortified city which ran along the banks of the former **Little Saint-Pierre River**. Underneath Place D’Youville on your left, the old sewage collector still exists which was built in the 19<sup>th</sup> century in the stream bed. Now, we are going to make a tour of an area called “Pointe à Callière”. Later in the Old Port, we’ll see the first locks of the Lachine Canal, the waterway constructed to avoid the dangerous Lachine Rapids in the St. Lawrence River.

**CAPSULE 7\_9 – OBLIGATORY**  
*On the south side of Place D'Youville*  
*On the left*



**7\_9. AND NOW WE'LL PASS THROUGH CUSTOMS**

The **Customs Building** was inaugurated in 1915 on a piece of land which the Federal Government purchased from the Grey Nuns. Montréal was confirmed in its position as the major entry place to Canada, thanks to the development of the Port and the existence of the railway terminuses located close by. This enormous complex still houses the administrative services and the warehouses of Canada Customs and Excise. We won't be going "through" Customs but "in front" of them to continue our drive south towards the Old Port.



Photo Denis Tremblay

**CAPSULE 7\_10 – OPTIONAL**  
*On the corner of Rue Marguerite-D'Youville*  
*On the right*



**7\_10. FORMER SUBURBAN TRAIN TERMINUS**

This condominium complex is very likely inhabited by people connected to the *Cité Multimédia*. Once again, it is a commendable integration of heritage and contemporary architecture. In the foreground, the former **Montréal and Southern Counties Railway Station** (c. 1923) - not the Union Station as is written above the entrance - has been converted into a restaurant. The trains of this company left from the corner of Rue McGill and Rue de la Commune (behind the station which is in front of us), used the Canadian National (CN) tracks and the Victoria Bridge to reach the distant south shore suburbs as far away as Granby. Take a look at the glass wall above the station where the old rail tracks are designed - vertically. The **Square des Frères-Charon** (Charon Brothers' Square) in front of the old station will shortly be landscaped to create a new public place inspired by the presence here in the 18<sup>th</sup> century of a meadow and mill (c. 1705) on land called "Pointe à Callière".

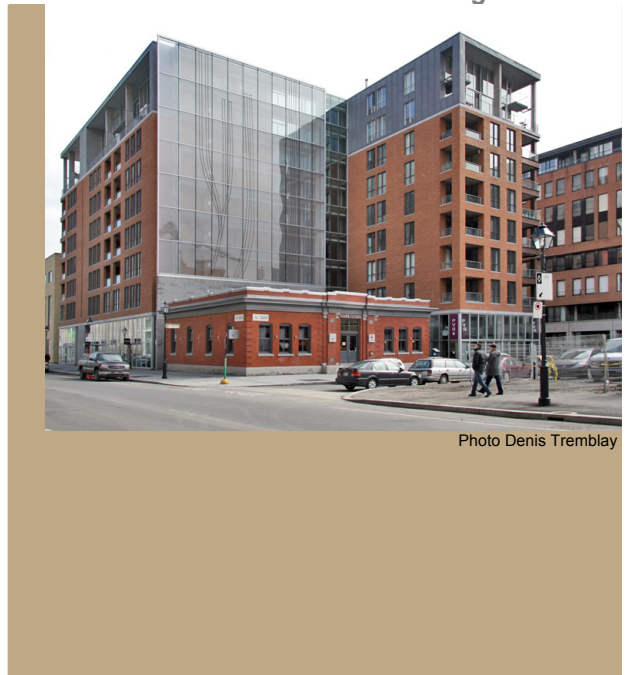


Photo Denis Tremblay

## 8<sup>TH</sup> SECTION: ALONG RUE DE LA COMMUNE (7 CAPSULES / 4 OBLIGATORY)



**CAPSULE 8\_1 – OBLIGATORY**  
*Take Rue de la Commune east...  
Immediately on our right*



Photo Denis Labine

### 8\_1. PARC DES ÉCLUSES (LOCKS' PARK)

Right here at the foot of Rue McGill, we can see the beginning of the **Lachine Canal**, opened in 1825 to enable shipping to bypass the Lachine Rapids which blocked passage for boats on the St. Lawrence River. The **Maison des Éclusiers** (Locks' House) located at the entrance to the canal was built here recently beside the first two locks on the canal. A total of five locks enabled shipping to negotiate a difference in level of 14 metres (46 feet) between the Old Port and Lake Saint-Louis (in the Borough of Lachine) about 14 km (9 miles) upstream (to the west). Even though these locks were reopened to navigation in 2002, large ships have taken the St. Lawrence Seaway since 1959 to sail to the western end of the Great Lakes in the heart of the North American continent.



**CAPSULE 8\_2 – OBLIGATORY**  
*Continue on Rue de la Commune, going east...  
On the left*

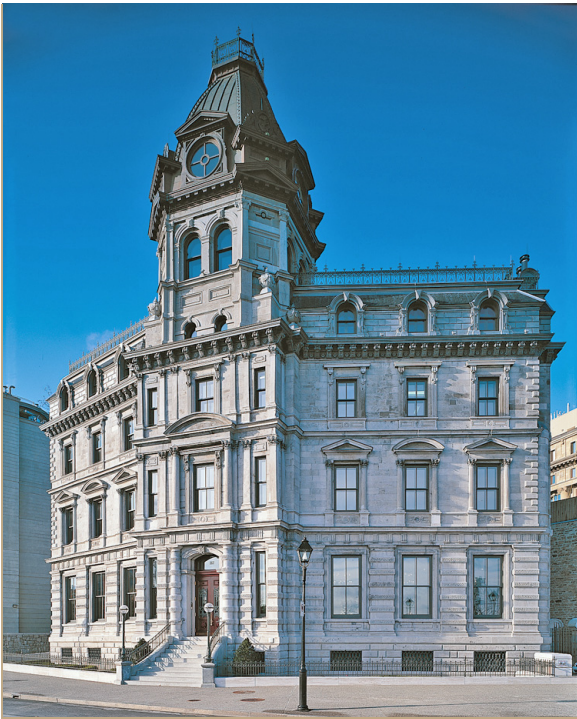


Photo Normand Rajotte

### 8\_2. ÉDIFICE DES COMMISSAIRES (HARBOUR COMMISSIONERS' BUILDING)

This magnificent Victorian building topped by a copper dome (1878) once housed the Commissioners of the Port of Montréal. The Harbour Commission was created in 1830 and the first permanent wharves and sustaining walls of the port were constructed at that time. At the end of the 1900s, the building was acquired and restored with great attention to detail by a Montréal philanthropist. Today, it houses a private club which welcomes both people from the world of business and eminent personalities of the cultural scene.

**CAPSULE 8\_3 – OPTIONAL**

*Next door to the Harbour Commissioners' Building  
still on the left, we can see the Allan Building*



**8\_3. THE FLOOD OF 1886**

In 1859, this stone structure, the **Allan Building**, housed the offices of an important maritime transportation company which belonged to Sir Hugh Allan, one of the richest and most influential men in Canada during the Victorian era. Look carefully at the side of the entrance porch; you can see a mark which indicates the level the water reached during the flood of 1886! This was why the first ice-breaking jetty was built in the port in 1898 to protect the city against ice and flooding. This jetty was enlarged at the time of the Montréal World's Fair in 1967 and re-baptized *Cité du Havre*. The statue in front of the building commemorates John Young, one of the founders of the port; he is looking towards the river. Today, the building is the headquarters of the **Old Port of Montréal Corporation**.



Photo left: Normand Rajotte, right: Bruno Lajeunesse

**CAPSULE 8\_4 – OPTIONAL**

*On Rue Saint-Pierre behind the Allan Building*



**8\_4. THE WAREHOUSE-STORES OF  
THE SOEURS GRISES (GREY NUNS)**

Most of the warehouse-stores built by the Grey Nuns (1875) were converted into apartments and offices in the 1970s\*. In the centre of the buildings, there is an interior courtyard reserved for residents of the complex.

\* The little Musée Marc-Aurèle-Fortin, which was located on the ground floor of one of the warehouse-stores, closed its doors on March 31, 2007. A new Marc-Aurèle-Fortin Gallery will be opened at the Montréal Museum of Fine Arts in the summer of 2007.



Photo Denis Tremblay



## 8\_5. THE GREY NUNS, MONTRÉAL'S FIRST SOCIAL WORKERS

The **Hôpital Général des Frères Charon** (Charon Brothers' General Hospital) was built in 1694 and then enlarged by the Grey Nuns on several occasions until 1850. It is the second oldest building still in existence in Old Montréal (after the Old Sulpician Seminary). Built outside the fortified city on Pointe à Callière, this hospice which welcomed orphans and the poor was taken over in 1747 by Marguerite d'Youville, founder of the Sisters of Charity, known as the Grey Nuns. Marguerite and her companions were able to help the poor thanks to donations, revenue from their lands and other works. They voluntarily adopted the title "Soeurs Grises", a nickname they had been given in the early days. The word "grises" insinuated derisively that they might be "éméchées" (tipsy) because Marguerite was the widow of François-Madeleine d'Youville, a merchant in the fur trade who was also involved in the illegal sale of alcoholic spirits to the First Nations. Later, the Sisters of Charity even adopted a grey costume. Marguerite d'Youville, founder of the Sisters of Charity (or Grey Nuns), was the first woman born in Canada to be canonized\*\*.

\* Today, the building houses the "Maison de Mère d'Youville", a residence for the nuns. You can visit some of the old rooms and an exhibition by appointment (tel.: 514 842-9411).

\*\* Don't confuse her with Marguerite Bourgeoys, founder of the Congregation of Notre-Dame and of the Chapel of Notre-Dame-de-Bon-Secours, Montréal's first teacher and Canada's first female saint. Marguerite Bourgeoys was born in France.



Photo Normand Rajotte



**CAPSULE 8\_6 – OPTIONAL**



*On the right*

**8\_6. IBERVILLE MARITIME TERMINAL**

The **Iberville Maritime Terminal** was built on the **Alexandra Quay** (1908) to welcome passengers from ocean liners and cruise ships. Every year, thousands of people aboard ships cruising the St. Lawrence, the Great Lakes and the Atlantic Coast stop in Montréal. If a cruise ship is docked at the Iberville Terminal when you pass by, you can tell your clients where it comes from, where it's going, and its capacity (number of passengers). You can find this information on the Port of Montréal's Website (<http://www.port-montreal.com>).



Photo Société du Havre de Montréal

**CAPSULE 8\_7 – OBLIGATORY**



*On Cité du Havre, in the river  
On the right*

**8\_7. BUILDING BLOCKS FOR A YOUNG ARCHITECT**

What we see here is a residential ensemble built at the time of Expo '67, the brain child of a Montréal architect of Israeli origin in his early 20s, and today internationally famous. In 1967, **Moshe Safdie\***, a McGill University graduate, presented Habitat as a new style of life for Montrealers and an alternative to the tower apartment blocks. The 354 cubes of concrete are skilfully put together to protect the privacy of each resident.

\* Well known from coast to coast in Canada, Moshe Safdie also designed Canada's National Gallery in Ottawa, the Jean-Noël-Desmarais Pavilion of the Montréal Museum of Fine Arts, the Musée de la Civilisation de Québec and, on the west coast in British Columbia, Vancouver's Library Square. He is equally well known in the United States and Israel for his museums, notably the new Holocaust Museum at Yad Vashem, Jerusalem.

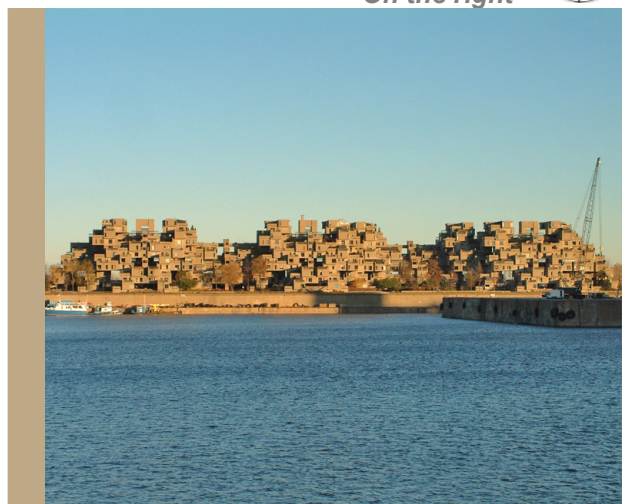


Photo Denis Tremblay

## 9<sup>TH</sup> SECTION: THE TIP OF POINTE À CALLIÈRE... (6 CAPSULES / 4 OBLIGATORY)



**CAPSULE 9\_1 – OBLIGATORY**  
*Take Rue de la Commune east...  
On your left*



Photo Normand Rajotte

### 9\_1. THE PLACE WHERE MONTRÉAL WAS BORN

Soon, we'll have made a complete tour of the historic area we call **Pointe-à-Callière**, located between the former Little Saint-Pierre River and the St. Lawrence River. At the moment, we are at the eastern extremity of this point of land at the place where the Little Saint-Pierre River (today, long gone) flowed into the St. Lawrence. As we turn left, we'll be following the former stream bed of this river. The **Pointe-à-Callière Musée d'archéologie et d'histoire de Montréal** (Montréal Archaeology and History Museum) stands on the exact spot where the city was founded, an importance recognized by both Québec and Canada. It was here that the French disembarked in May 1642 and built the little fort they called Ville-Marie. It's also here that French Governor **Louis-Hector de Callière** built his great residence. (Since the 17<sup>th</sup> century, 2.5 metres of soil have accumulated on top of this area). By excavating underground, archaeologists discovered Montréal's first Catholic cemetery (1643-1654). The museum (1992) covers a huge crypt where visitors can make an archaeological circuit through six centuries of history and see remains and artefacts of early First Nations, French and British origin.



**CAPSULE 9\_2 – OBLIGATORY**  
*At Place Royale, turn left and head towards Place D'Youville...  
On your right*



Photo Normand Rajotte

### 9\_2. MONTRÉAL'S FIRST MARKET

At the beginning of the French regime, it was here at the junction of St. Lawrence and Little Saint-Pierre Rivers that the first fur trading fair took place and the first public market of Montréal was held. The stone fortifications were pierced by six gates on the side of these rivers. One of them, the Market Gate, was located just here on our right (indicated on the ground of Place Royale). Close by, **Ruelle Chagouamigon\***, which is named after a First Nations fur trading post in the Great Lakes, took on the air of a bazaar during these fur fairs with French and First Nations traders mixing together. Today, nothing remains of the intense activity of the market days in these 17<sup>th</sup> century lanes, but under the great stone slab which we can see on Place Royale, the Market Square has been recreated in the crypt with models, artefacts and "virtual" people.

\* Chagouamigon was the First Nations name of a fur trading post established in the 17<sup>th</sup> century on the shores of Lake Superior (the most westerly of the Great Lakes in Ontario) by the "coureurs des bois" Pierre Radisson and Médard des Groseillers.



### 9\_3. LOWER CANADA'S FIRST CUSTOMS

After the creation of the Harbour Commission (1830), Montréal needed a customs office. The **Customs House** (c.1838) in the middle of **Place Royale** is a fine Neo-Classical building in the English style of the 19<sup>th</sup> century. Today, it houses galleries and the boutique of the Pointe-à-Callière Museum (to which it is connected by underground passage).

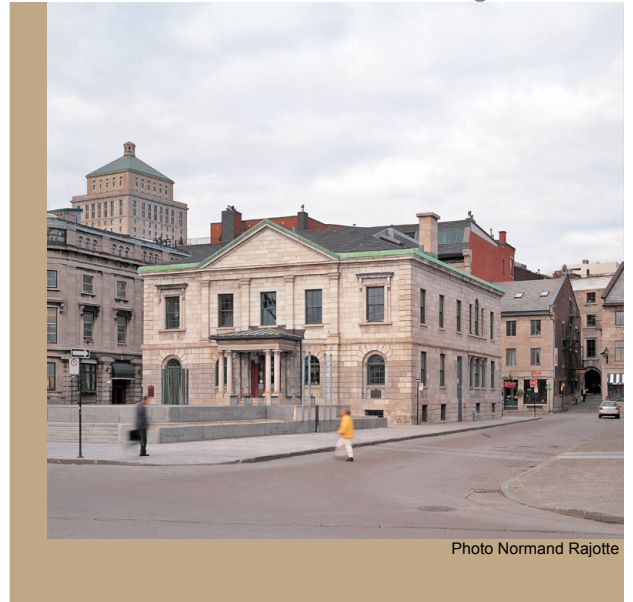


Photo Normand Rajotte



### 9\_4. AN OBELISK FOR FIVE-YEAR OLD MATHURINE

On the **Monument to the Pioneers** (obelisk, 1893), there is a plaque with, engraved on it, the names of the first colonists who settled on Pointe à Callière in the spring of 1642. This was a group of about 40 men, four women and a few children among whom was little Mathurine Godé who was five years old! This group built a fort on the point, and then created their town on the other side of the Little Saint-Pierre River where they cleared the surrounding land. So it was on that side that they built the first fortifications in wood (from about 1685), later replaced in stone (from about 1717) to protect themselves from Iroquois and English attacks.

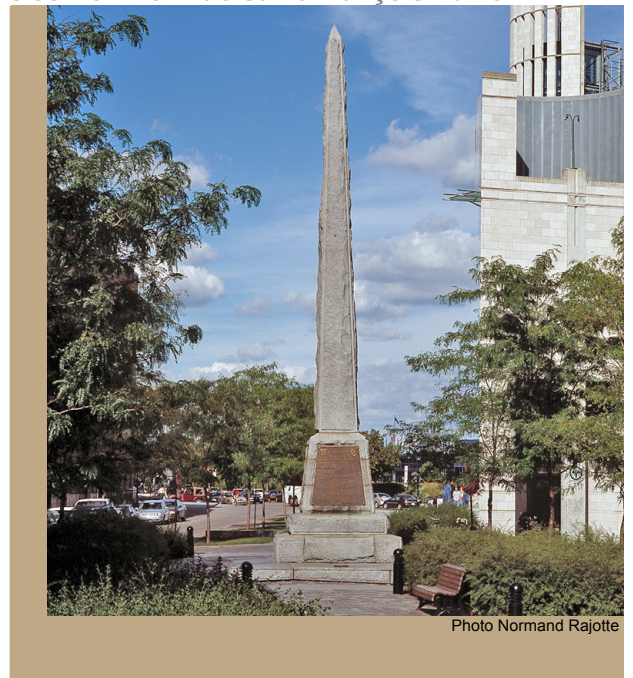


Photo Normand Rajotte



### CAPSULE 9\_5 – OPTIONAL

*On the south side of Place D'Youville,  
the building with an arched carriage entrance*

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## 9\_5. THE PHANTOM STABLES OF PLACE D'YOUVILLE

In the middle of Place D'Youville, we have a good view of the fire-hose tower\* of the former fire station (now the *Centre d'histoire de Montréal*). To the left of the fire station, we can see the arched carriage entrance of an old warehouse-store. For a long time, Montrealers believed that this archway led to stables; in fact, the buildings were known as the “*Écuries D'Youville*” (Youville Stables). Even if this entrance was used by horses in the 19<sup>th</sup> century, today we know that it never led to stables but to the **Bouthillier Warehouses** (c. 1828) where potash was stored. This white powder obtained from burning hard wood when clearing land was exported to England and used to bleach cotton. Today, the Bouthillier Warehouses have been converted into offices, and a restaurant occupies part of the ground floor.

\* An observation tower once used by firemen to hang, drain and dry their fire hoses.

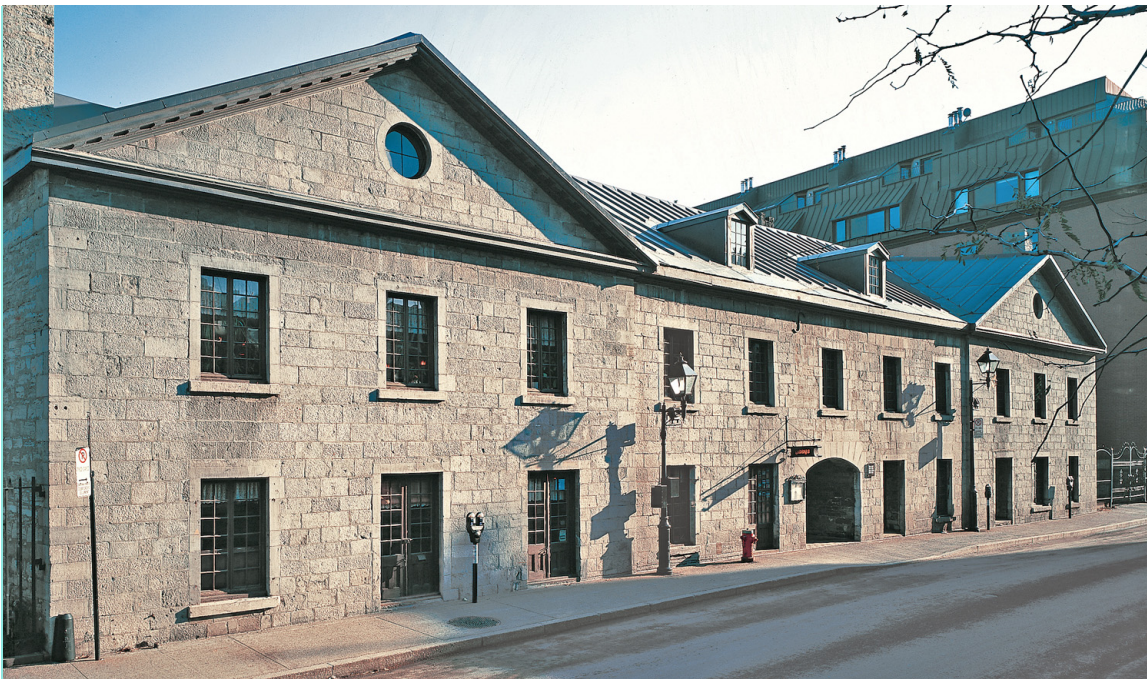
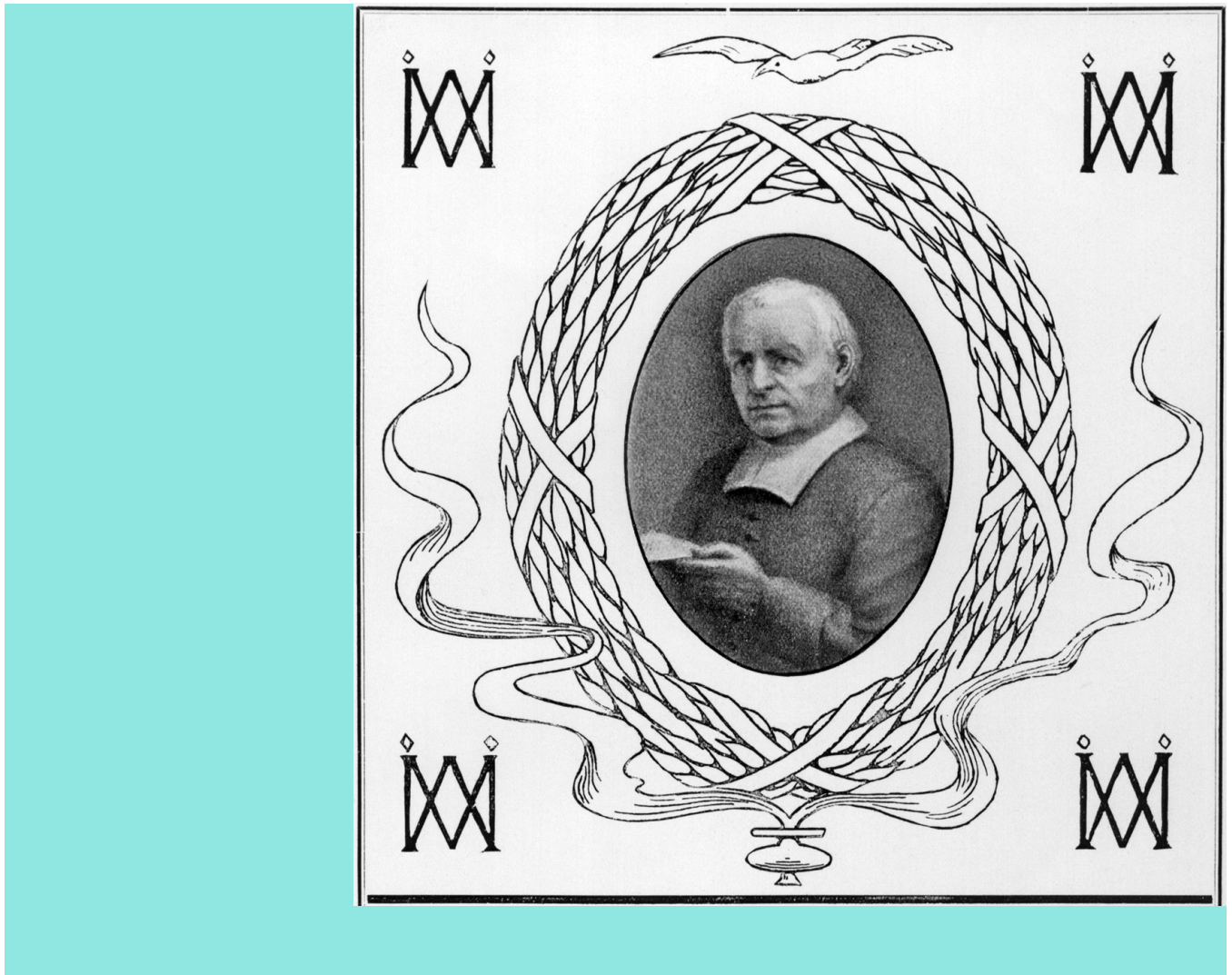


Photo Normand Rajotte



## 9\_6. MONTRÉAL'S FIRST URBAN PLANNER

We'll return now to our departure point, Place d'Armes, by following Rue **Saint-François-Xavier**. Planned and opened in 1672, although it probably followed an existing footpath, this street was first simply called "Saint-François". It connected the Little Saint-Pierre River to Rue Notre-Dame. Just like Rue Saint-Paul, which we're about to cross once again, and also Rue Saint-Jacques and Rue Saint-Sulpice, which we've already seen, this artery was named after the patron saint of a great Montrealer, **François Dollier de Casson** (1636-1701), Superior of the Sulpicians and Montréal's first historian who drew up the city's first urban plan. He was also responsible for the construction of the Old Sulpician Seminary which we'll see at the end of our tour.



## 10<sup>TH</sup> SECTION: ALONG RUE SAINT-FRANÇOIS-XAVIER ( 6 CAPSULES / 3 OBLIGATORY)



### CAPSULE 10\_1 – OPTIONAL

Take Rue Saint-François-Xavier north...  
At the corner of Rue Saint-Sacrement, on the left



Photo Denis Tremblay

#### 10\_1. FROM HORSES TO TELEPHONES

Before the invention of the telegraph (1832), the most efficient means of sending a long-distance message was .... by horse. People complained about the slowness of the trains and the unreliability of sailing ships. In the 19<sup>th</sup> century, several companies offering telegraph services were established in this area which we could call the Exchange District. But the most important company in Canada, **Montréal Telegraph**, had its offices in this building on our left (1874). At that time, hundreds of telegraph wires emerged from a lantern on the roof of the building. It was in 1880 that all the telegraph and telephone services in Montréal were bought out by the Bell Canada telephone company.



### CAPSULE 10\_2 – OPTIONAL

On the left



Photo Denis Tremblay

#### 10\_2. THE FIRST CANADIAN STOCK EXCHANGE

The second building on our left, on the north side of Rue Saint-Sacrement, is the former **Merchants' Exchange Building** (1867), which in 1883 housed the Montréal Stock Exchange (founded in 1874 and the first stock exchange in Canada). The building also housed (from 1947 to 1992) the offices of another Québec daily newspaper, Le Devoir. The building has been restored and converted into condominium apartments.

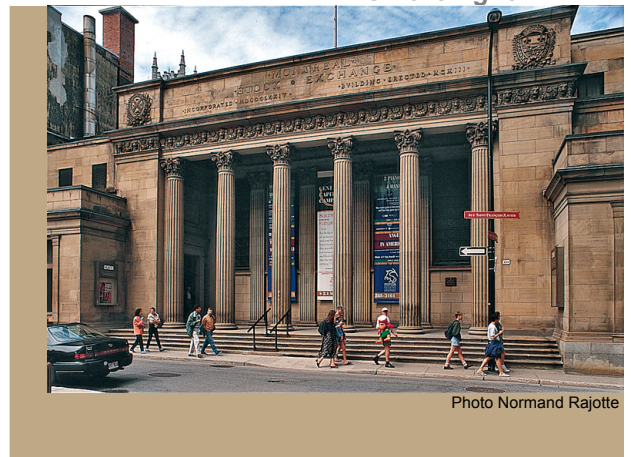
**CAPSULE 10\_3 – OBLIGATORY**



*On the right*

**10\_3. THEATRE IN THE OLD STOCK EXCHANGE**

The major architect of the **Old Stock Exchange Building** (c. 1904) was New-Yorker, George B. Post. He was also responsible for the famous New York Stock Exchange which he completed only a year before his Montréal project. In the 1960s, when the Stock Exchange moved into the tower on Victoria Square, another company took over the old stock exchange floor and gave it a new vocation. The **Centaur Theatre Company** is the most important English-language theatre in Québec and it still occupies the building.



**CAPSULE 10\_4 – OPTIONAL**



*On the left*

**10\_4. JOSEPH PONTON,  
FROM BARBER TO COSTUMER**

The origins of Ponton Costumes, on your left, go back to 1865, when Montréal barber, Joseph Ponton, purchased all the costumes of a French theatre troupe which had gone bankrupt. Today, the oldest costume maker in Montréal, Ponton occupies four floors of the Fairyland Building and has at least 10,000 costumes for rent. Can you guess what is the busiest time of the year for Ponton?





## 10\_5. 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 18<sup>th</sup> 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





## 10\_6. CONCLUSION: BACK TO THE “CALÈCHE TERMINUS”

So it's here on Place d'Armes that our calèche ride comes to an end. In 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 23<sup>rd</sup> to September 30<sup>th</sup>, 2007, and also on Saturdays and Sundays from May 19<sup>th</sup> to June 17<sup>th</sup> and from October 6<sup>th</sup> to 14<sup>th</sup>, 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](http://www.vieux.montreal.qc.ca/mus_attr/eng/mus_attr.htm)

Borough of Ville-Marie – Calèches  
<http://www11.ville.montreal.qc.ca/sherlock2/servlet/template/Sherlock%2CAfficherDocumentinternet.vm/nodocument/176>

Notre-Dame Basilica  
<http://www.basiliquenddm.org>

Quays of the Old Port  
<http://www.quaisduvieuxport.com>

Marché Bonsecours  
<http://www.marchebonsecours.qc.ca>

Leonard Cohen  
<http://www.leonardcohenfiles.com/verdal.htm>

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<http://www.accueilbonneau.com>

Port of Montréal  
<http://www.port-montreal.com>

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

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

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