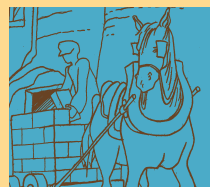


Our heritage has future



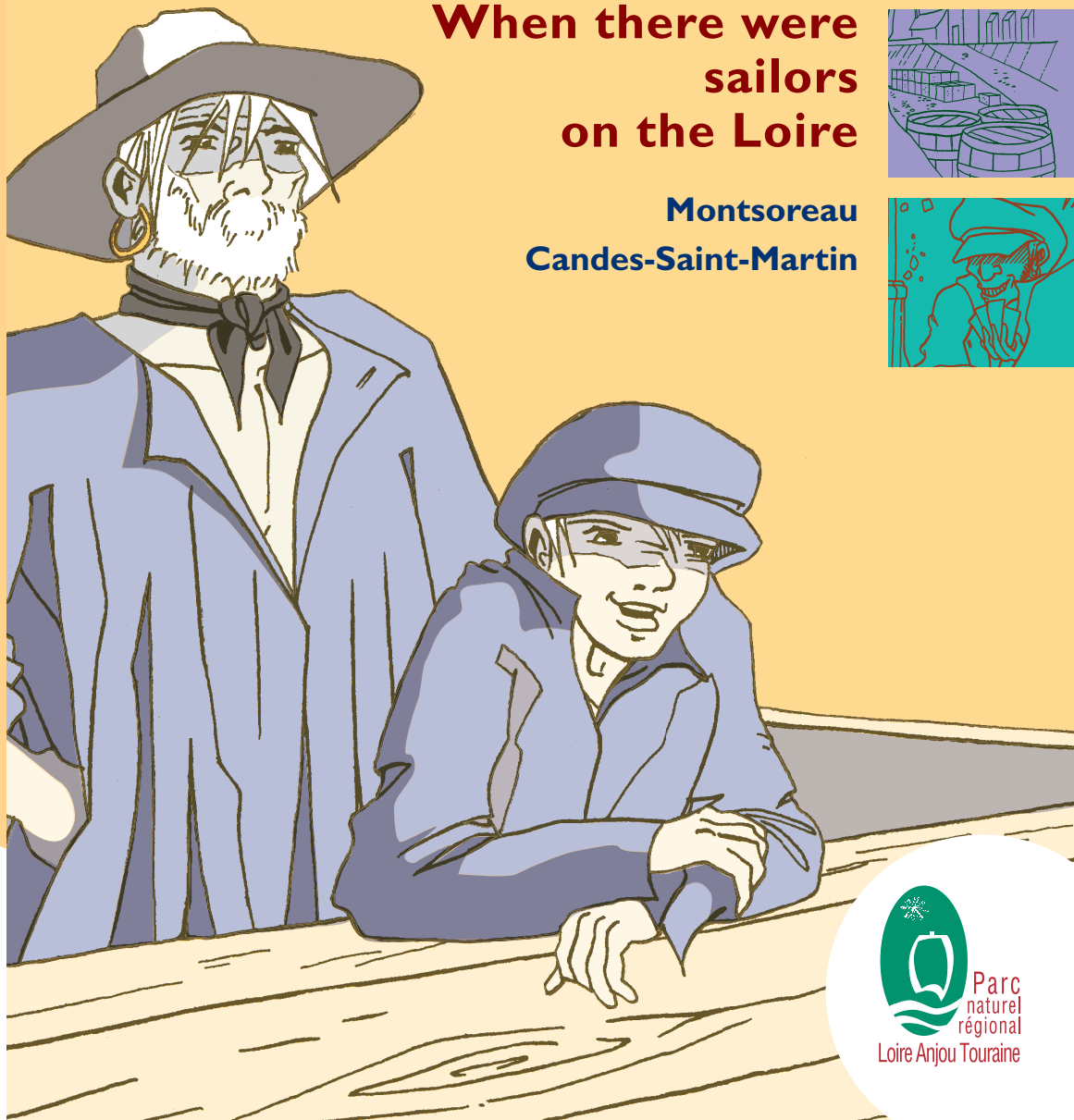
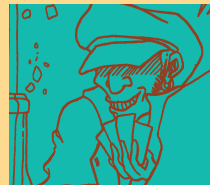
The heritage walking trails
Discovery booklet

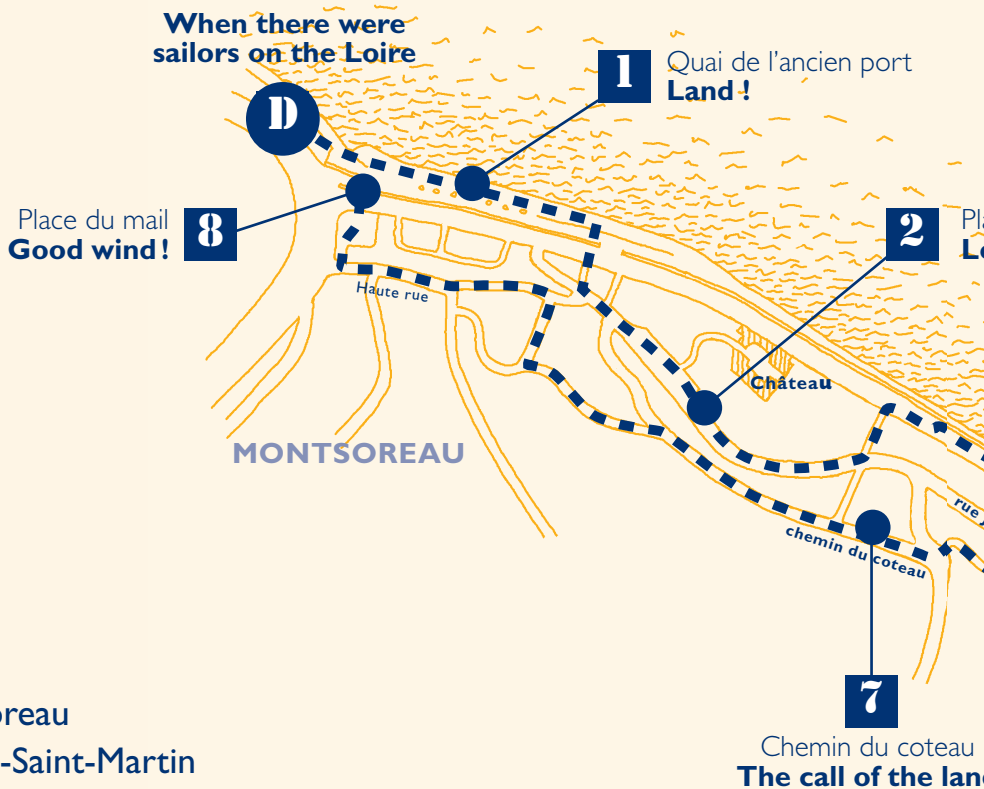


**When there were
sailors
on the Loire**



Montsoreau
Candes-Saint-Martin





Montsoreau
Candes-Saint-Martin

When there were sailors on the Loire

Meet at the stopping point,
and set off following the markings...

This production
is the result of close cooperation between
two villages, **Montsoreau** and **Candes-Saint-Martin**,
and their local association
two departments, **Maine-et-Loire** and **Indre-et-Loire**
and two regions, **Centre** and **Pays de la Loire**.

The destiny of these two towns changed dramatically with the disappearance of the Loire merchant fleet. Candes-Saint-Martin underwent a reduction in population from 664 in 1856 to 222 in 2009. Montsoreau, which had 1097 inhabitants en 1851, had a mere 480 in 2010.

2 Place des diligences
Let's play

3 Quai Alexandre Dumas
The moods of the river

Ruelle Saint-Martin
Pray for us

4

CANDES-
SAINT-MARTIN

oteau
ne land

6

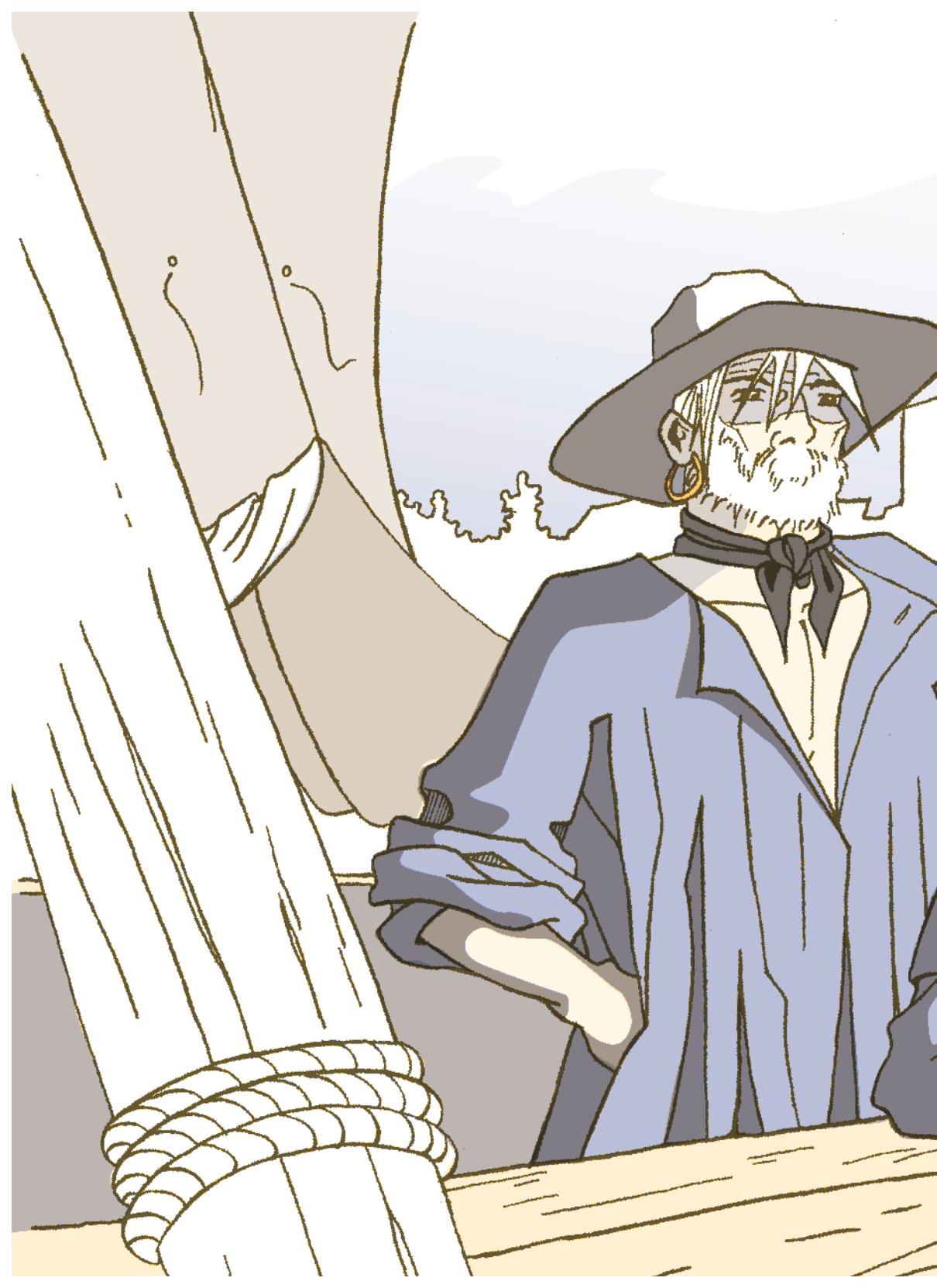
Rue du puits Saint-Michel
Living on water and wine

Collégiale

Rue des perrières
Stone haulers

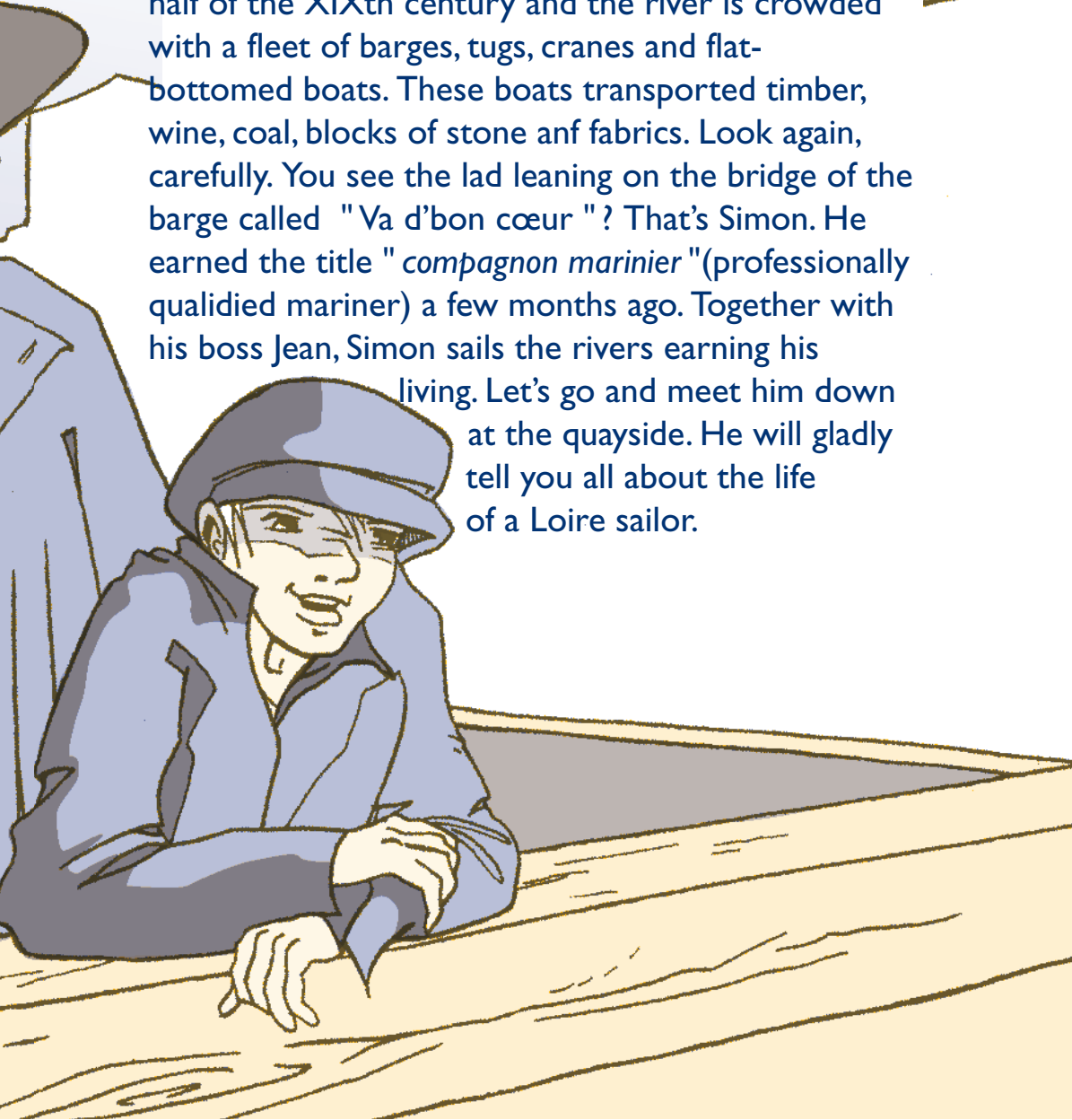
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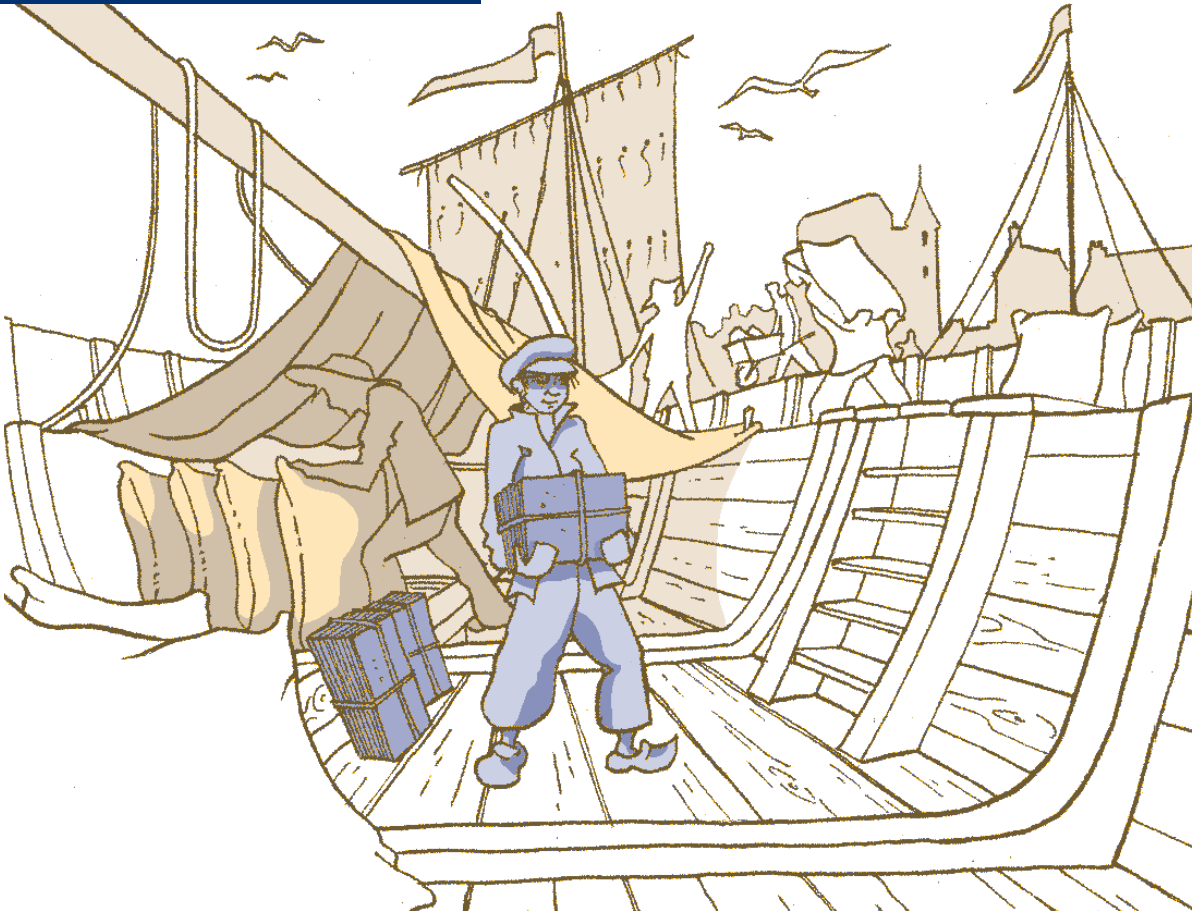
Panorama



When there were sailors on the Loire

Did you know that for many years the Loire was an extraordinary place to live and work ? Let's take a short trip back in time. We are now in the second half of the XIXth century and the river is crowded with a fleet of barges, tugs, cranes and flat-bottomed boats. These boats transported timber, wine, coal, blocks of stone and fabrics. Look again, carefully. You see the lad leaning on the bridge of the barge called "Va d'bon cœur" ? That's Simon. He earned the title "*compagnon marinier*" (professionally qualified mariner) a few months ago. Together with his boss Jean, Simon sails the rivers earning his living. Let's go and meet him down at the quayside. He will gladly tell you all about the life of a Loire sailor.





Land !

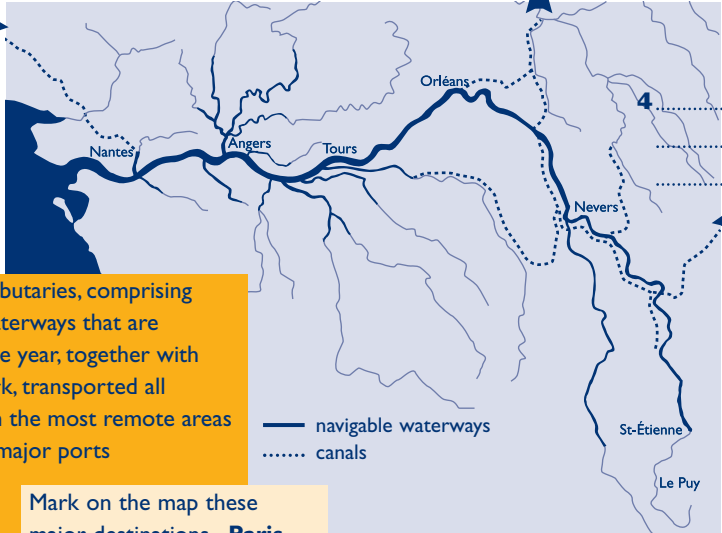
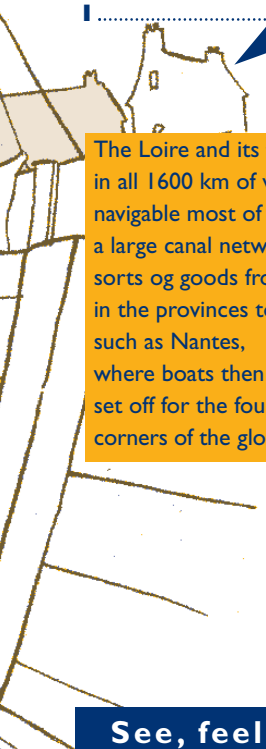
"We came from the sea port of Saint-Nazaire. We put in at Ponts-de-Cé where we took on a load of Trélazé slates. The West wind favoured us. The voyage was calm. It isn't always like that! Look out behind you! You're in the way. Oh yes! There are crowds of people on the quay, Montsoreau is a very busy commercial port. I must go and help my boss unload. If you'd like to give us a helping hand, you're more than welcome. If not, go and see "la place des diligences". I'll catch up with you there."



To help you find the stopping points ...

2

3



The Loire and its tributaries, comprising in all 1600 km of waterways that are navigable most of the year, together with a large canal network, transported all sorts of goods from the most remote areas in the provinces to major ports such as Nantes, where boats then set off for the four corners of the globe.

Mark on the map these major destinations - **Paris, Lyon, Marseille, the Mediterranean, Brest, Brittany, the West Indies** - that were accessible by water from the port of Montsoreau. (solution p. 20)

Match these goods with their point of origin

- weapons**
- sugar**
- tufa**
- salt**
- china ware**
- lace**

- Le Puy**
- Bretagne**
- Anjou**
- Nevers**
- Saint-Étienne**
- Antilles**

(solution p. 20)

See, feel, imagine...

■ **The mooring-rings for river craft**

■ **The quays**

Construction started in 1858 and continued for some thirty years. Built long and wide with two slipway levels to enable off-loading at high and low water, they considerably improved delivery of goods at the port of Montsoreau.

■ **The noise**

Boats creaking, sails flapping, the din of off-loading, shouting and cursing, the noise of carts, horses neighing...

■ **The smells**

Trampled horse droppings, the sweat of man and beast, goods piled up, saltpetre from tufa stone, acrid wood smoke, the mingled odours of wine and spirits ...



Time for games

"After work, we like to get together in the village tavern. We tell the folk there about our adventures, our worries over navigation, our encounters. Their eyes widen ! You should see ! Obviously, we exaggerate our tales a bit, there's nobody to check ! We talk about women, our girl-friends who wait for us there, on far away river banks... There's time to play a round of "alurette" (a card game), then back bed in the cabin on board the boat, the next morning is often hard. A mariner's job is not all sitting around. While I think of it, come to the quay, I'd like to show you something. "





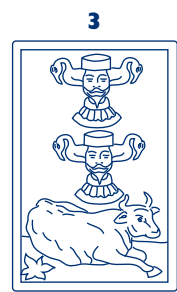
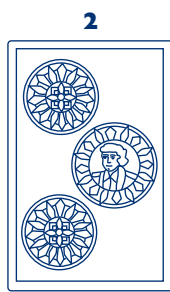
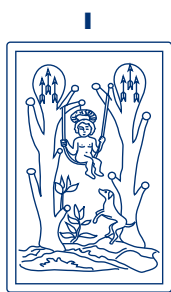
The 4 series of 12 cards in the game of **alouette** represent peasants (cudgels), merchants (coins), the gentry (swords) and priest (chalices). You can help your partner guess some of your cards by pulling a face.

Match each card with its name and you'll know the face pulled. (solution p. 20)

Monsieur
(three of coins) :
raise your eyes to
the sky

The cow
(two of chalices) :
you pout

Two of oaks
(two of cudgels) :
show your first and
middle fingers



I am the center of attention in the sports club.
Who I am ?
(solution p. 20)



See, feel, imagine ...

■ **The castle**
was originally built at water's edge ; its moat being filled by the Loire. The road alongside the river was only built in 1830 ; the "Place des diligences" was the only route through Montsoreau.

■ **Climatic vagaries**
At the beginning of the nineteenth century a windless month becalmed 400 boats at Montsoreau. Days that were spent killing time by playing and drinking explain the mariners' reputation as carousers among the land lubbers.

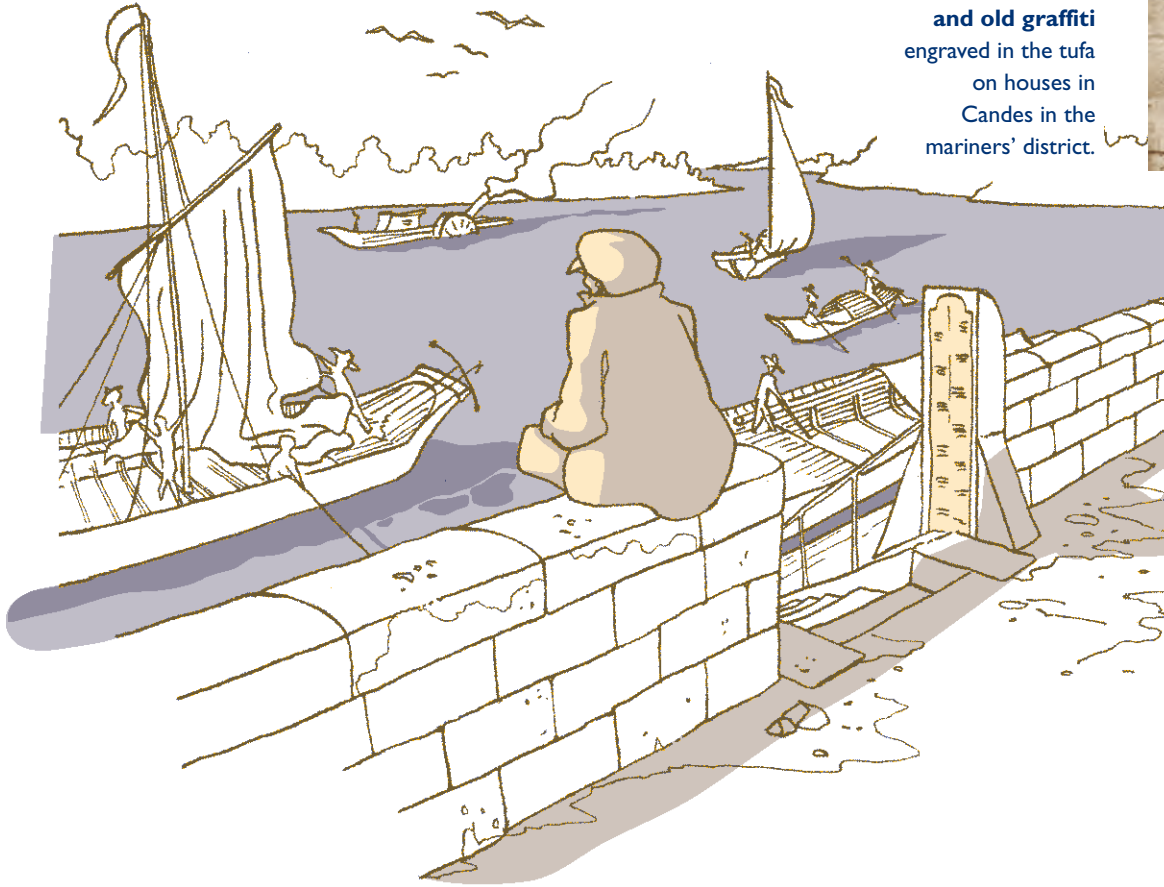
■ **The game of "boule de fort"**,
made its appearance in Anjou in the nineteenth century. Organised in clubs for men only, the game takes place out of doors, on a pitch 25-30 metres long by 6-7 metres wide. The opponents compete for 11, 12 or 15 points.

The pitch did not include the corridor at the side, which we know today as "the gangway" and which you notice when you look through the windows of the "club", a covered building used by the many adepts of the modern version of the game.

stopping point 3

Quai Alexandre Dumas

You can find **high water marks** and **old graffiti** engraved in the tufa on houses in Candes in the mariners' district.



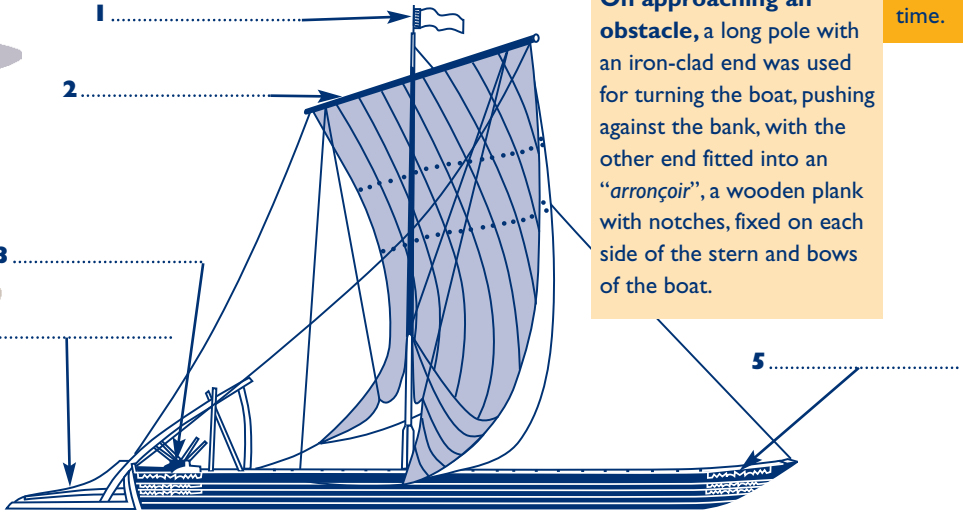
The river's moods

"Look at these high water marks. I told you that the river is not always so peaceful ! How many times have the houses bordering the river been flooded, the fields inundated ! We sailors never know whether to be more afraid of drought or high water. No water, no work. Yet a flood changes the course of the river. Often, a boat will get caught on trees submerged by the current, or beached on a sandbank, broken on the rocks. Jean never comes near the marker, it reminds him of his friend " *Panse de bique* " (nanny goat's belly), who got drowned."





“Patouilles, bourdes, crochets à pique, gaffes à pousser” - the many different types of stave, pole and spiked hook so essential for navigating at the time.



On approaching an obstacle, a long pole with an iron-clad end was used for turning the boat, pushing against the bank, with the other end fitted into an “arronçoir”, a wooden plank with notches, fixed on each side of the stern and bows of the boat.

Where are these parts of the barge ?

the boom - the “*piautre*” (helml) - the weather vane and the pennant - capstan - the “*arronçoirs*”

See, feel, imagine ...

■ **The 500 km bollard**
 Standing squarely on the quay, the bollard marks the 500 kilometres from the highest navigable point, at Andrézieux. Given the nick-name “Justice of the Peace” by the locals, it helped in settling disputes between the mariners and the haulers.

■ **The wind**
 Always there, it is essential to the art of navigation. The course of the Loire runs against the dominant west wind, which blows most of the year and enables boats to move against the current. If it veers to the south, a storm is probably brewing.

Storms on the Loire can be devastating. As for the wind from the North-West, violent and unpredictable, causing many wrecks, we shout at it “*Fils de galerne!*”, (son-of-a...) a real local insult.

■ **At night**
 Traffic has to find a berth an hour before sunset, making off again an hour before sunrise. When evening comes, vessels of all sorts huddle together, “stretched out” along the banks to spend the night there.

stopping point 4 Ruelle Saint-Martin



Pray for us

" Here is the confluence of the Loire and the Vienne. Do you see how their waters flow side by side without mixing ? It's simple, they aren't the same colour. The large building you see here is the Saint-Martin Collegiate. It seems that a stained glass window was installed here showing Saint-Martin with the mariners. It will perhaps surprise some -those who say that mariners are more often seen in a bar than in church - but i'm going in to say a prayer to Saint-Martin. It costs nothing, as my grandmother used to say. And anyway. God alone knows what's in store for us. "





The mariner, more often found on the water than in his parish, is frequently considered as a bad Christian by

local people.

In the highly religious nineteenth century, when the violence of the elements was often considered a manifestation of God's wrath, there were also His Saints, Saint Clément and Saint Nicolas, whose protection you could call on before embarking.

In the design of the stained glass windows, there are **7 hidden errors**. Look at the stained glass window in the collegiate and **discover the differences**. (solution p. 20)

See, feel, imagine ...

■ **The Collegiate** was dedicated to Saint-Martin who died at Candes, which became a place of pilgrimage. It is said that when the body was being taken by boat to Tours, in mid-november, the hawthorn trees on the river banks were in full flower. This is the origin

of the expression "Saint-Martin's summer".

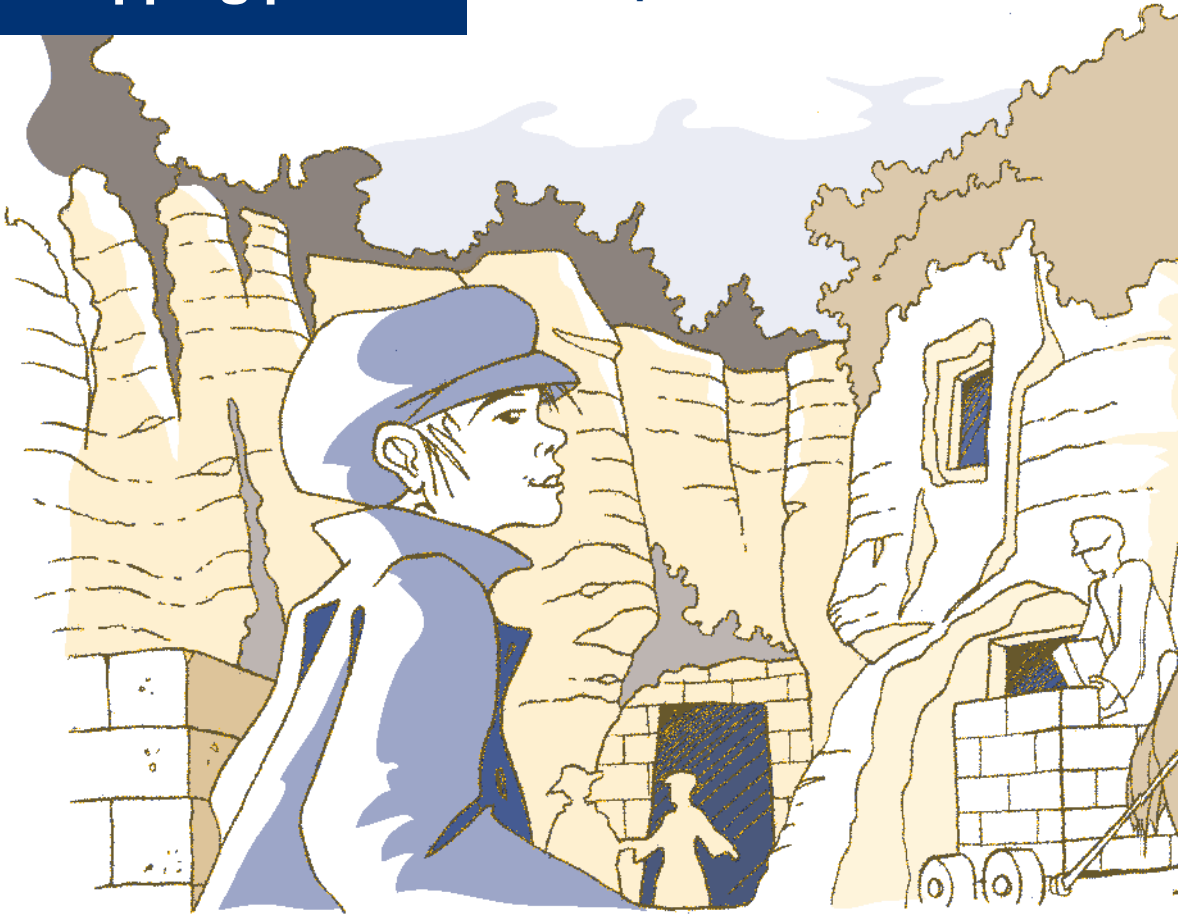
■ **The streets bordered by mariners' homes**, with their weather vanes, their windows looking onto the river and their big doors enclosing the boathouse.

■ **The quay at Candes** is smaller than that of Montsoreau, it was important for the company of "gabelous", tax inspectors controlling dealing in salt who were based there.

■ **A plaque** on one house tells us how far it is from Candes to

Briare and to Saint-Nazaire.

■ **The Candes ferry-boat** taking passengers to the other side of the river in Veron, was operational until the bridge at Candes was commissioned in 1969.



Stone haulers

"Not too breathless? The slope of Tire-Jarret (suspender-puller !) is well named, isn't it? We have an appointment here with our quarry-man. There he is, just coming. He lives in one of the caves over there. It is we Loire mariners who have been entrusted with transporting the stone of Touraine and d'Anjou. The waterways are faster, safer and more practical than the roads, so often in a bad state ! While my boss is negotiating, have a look around, go up to the Candes panorama. It's quite close by. I'll wait for you on your way back. "



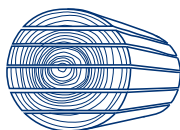
The main means of transporting tufa until the mid-nineteenth century, the Loire fleet was responsible for distributing the stone that supplied construction sites all the way to Nantes. It was even loaded on sea-going vessels to be sent to the colonies, such as the Isle of Santo-Domingo.



Builder's sand



Wood



Wine



La batellerie de Loire assurait le commerce de nombre d'autres productions locales. Traditionnellement transportées sur la Loire, **certaines de ces marchandises n'étaient produites ni à Candes, ni à Montsoreau. Lesquelles?** (solution p. 20)

Coffee



Mushrooms



Prunes



Slate



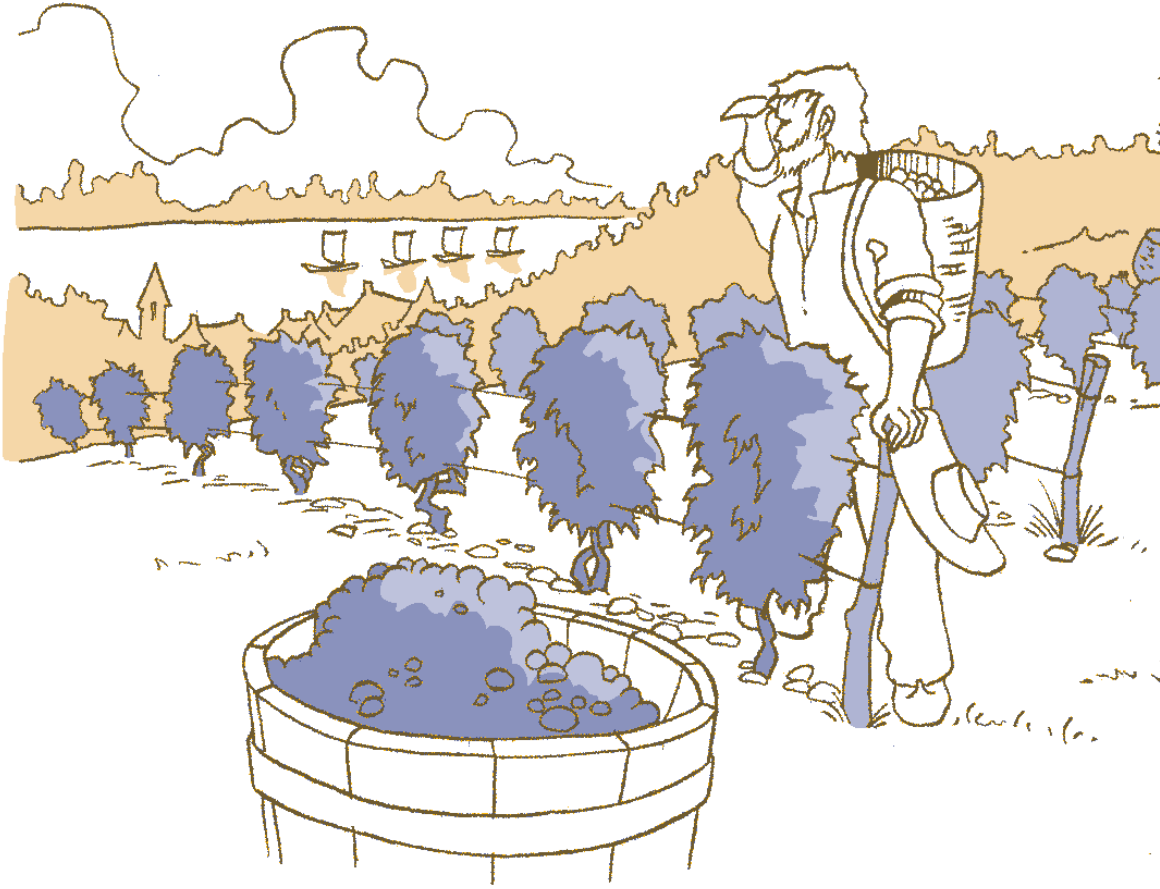
See, feel, imagine ...

- **The former tufa quarries**
- **Traditional building using tufa**

This much sought-after stone, soft and easy to work, was used for building both chateaux and for more modest vineyard dwellings. Tufa provides both the uniformity and the refinement of our village architecture. After a cavity was excavated, its façade was often closed

over to form a troglodyte home, a wine cellar or store ... Prune producers, wine makers and mushroom growers were quick to set up their businesses in them.

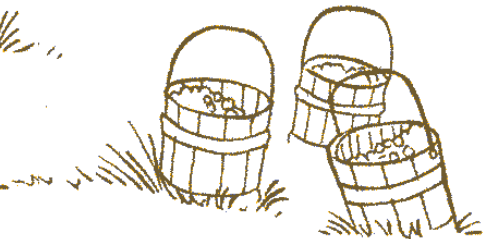
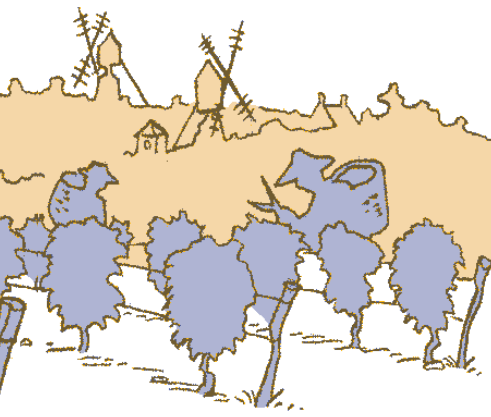
■ **Wood from boats reused for building**
In some of the houses, the main supporting beams are former boat masts.



Living on water and wine

"Business was quickly concluded. Labourers bring the stone down to the port. You want to know why my boss called a halt here ? Look at the vineyard on the hillside facing us. He has a plot over there. I think he's in discussion with a wine grower to buy a few more hundred square metres. He spends his free time from plying the tiber to tend his vines. I've tasted his wine. It's good. I must say that Jean prefers quality to quantity. He's not someone who says « Good stuff doesn't give a good return ! »"





Wine is a sensitive product and it is hazardous for a mariner because of the vagaries of navigation : too long on the water and there is a risk that the quality and even the quantity of the wine will deteriorate. The season for transport is short and the quantities to be delivered are quite considerable so often several boat owners have to get together to be able to fulfil their contracts.



As early as 1784, Pierre Jacquet and Jean Rognot headed a convoy of 28 boats, with a total of 2200 barrels of wine. Knowing that amounted to a volume of 4906 hectolitreshectolitre = one hundred litres), **what is the volume of a barrel of wine ?** (solution p. 20)

A convoy of barges is arranged in diminishing size : the “mother” in the lead bearing the largest sail and taking the helm. Next, with smaller and smaller sized sails so as not to take the wind from the preceding boat, follows a whole series of boats “*tireau, sous-tireau, soubre, soubriquet*” with lighters in tow bringing up the rear.

See, feel, imagine ...

■The vineyards

■The low tufa walls that divide the plots

The Loire wine grower and mariner were bound together twice over. The riverside slopes have produced significant quantities of well-reputed wine since the seventeenth

century, carried up the waterways to Paris. The actual growing of the vines was in part undertaken by the mariners who bought plots to ensure a supplementary income.

■Wine-cellar mills

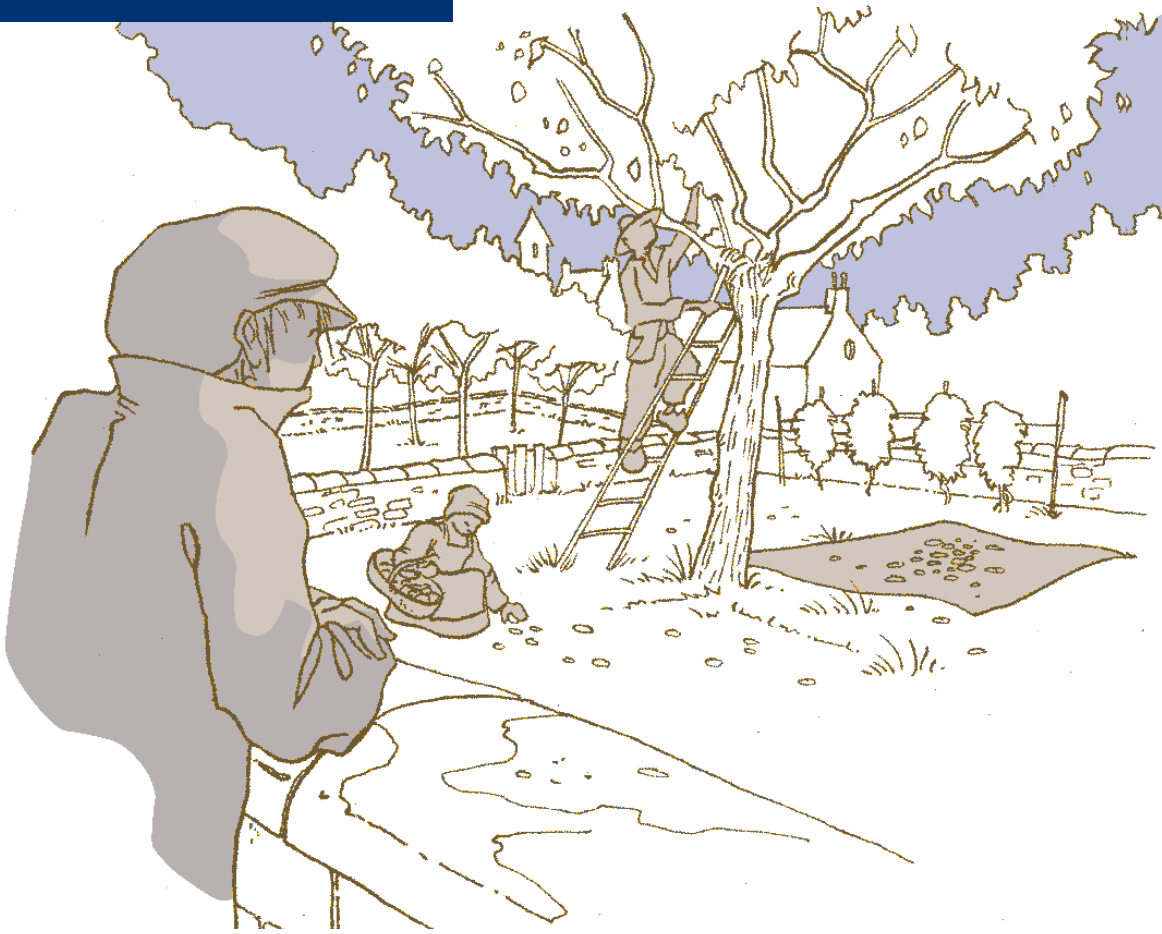
One of three types of windmills in Anjou, they were an invention of troglodyte living.

■The valley of

Ouches and its many varied crops bear witness to the intense farming activity on the plateau where many

small trades were exercised - sheep farming, barrel-maker - that have now died out.

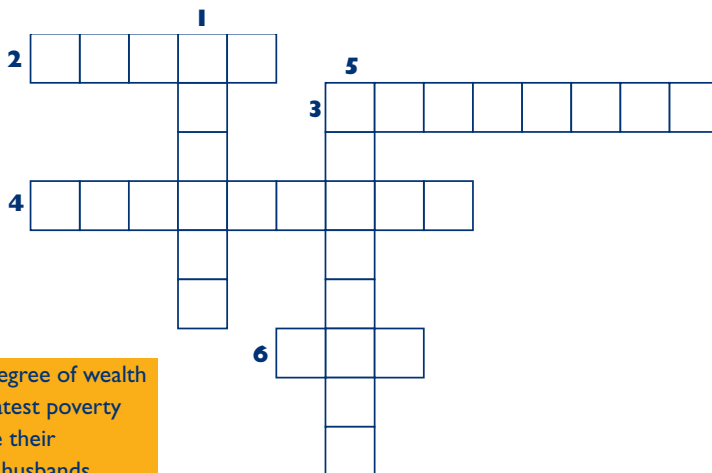
■**In summer, the light and heat of the hillside** contrast with the coolness of the streets, shaded and refreshed by breezes off the water.



The call of the land

"Jean dreams of buying one of the small houses that you see below us. He often talks of leaving the boat, getting married to a girl from here, having children. I think he's getting old. It's true that when we're travelling the solitude often weighs heavy. In any event, I'm not ready to become a country bumpkin ! I'll stay ! When we get to a port, I can't help it, all I can think of is leaving again. I've already got itchy feet now. Tell me, do you mind if we go and see where we have to load our stone? "





Among the mariners every degree of wealth could be found, from the greatest poverty to very real fortunes. Despite their reputation for making rotten husbands, being lazy and quarrelsome, “never there when they’re needed”, mariners finished up finding a wife, sometimes far from their homes : the nomadic life gave many more opportunities for meeting someone than did a sedentary life !

The future wife would bring a dowry to equip a dwelling. **Complete the grid opposite, and you’ll learn what made up the bride’s dowry.** (solution p.20)

- 1/ Isn’t it great between them when they’re clean and fresh ?
- 2/ Piece of furniture with a lid.
- 3/ You pull them to feel cosily at home.
- 4/ Something full of feathers.
- 5/ Cutlery goes with it.
- 6/ As you make yours, so you lie in it.

See, feel, imagine ...

■ **Typical architecture of the Val de Loire**

■ **Different types of houses**

Tufa and slate, wine cellars, chateaux and modest homes...

Town houses, the gentry’houses, troglodytic and semi-

troglodytic houses.

Beautiful houses built high up on the hillside, modest houses like the mariners’, down below at the water’s edge.

By comparison with the troglodytic houses, the semi-troglodytic had an extension built out in front, which meant a higher place on the

social scale. However, money was not the only criterion for social recognition. While the boat pilots were considered as simple craftsmen, some had a real business activity which conferred on them the rank of an “honest man”.

■ **The gardens** of today are often designed on the classical model of elegant chateaux gardens : a geometric layout, manicured box hedges, espalier-trained fruit trees ...



Bon vent!

“There she is the “*Va d’bon cœur*”. I’m so impatient to embark ! We are off to deliver our stone at Gien. I’ve never been there before. What I like about this job, is that you get to see the country too ! Jean told me that Gien lies upstream and far away. So far away that it’s beyond the reach of the sea wind. To move ahead, you have to be towed. I can’t wait to see how that works ! But now we’re hauling up the sail. The adventure continues ! Off we go, a fair wind to you, and see you again next time round !”.



Seen on the quay at every departure, is the mariner's travelling chest needed on every voyage. **But what's inside it ?** Ring the right answers. (solution p. 20)

The personal tools of the mariner?

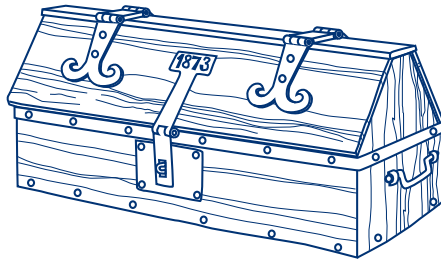
A yellow waxed jacket?

A prayer book?

Rubber boots?

A change of clothing?

A good bottle of rum?



An “iron bull that smokes, blows and bellows”, according to the poet's definition will finally replace the Loire fleet, which is enjoying its last great days. **What is it ?** (solution p. 20)

See, feel, imagine ...

■ The wind

The wind was the mariner's vital partner, it arrives in strength once you get near the shore. It escorted our voyagers to Orleans, which they could reach in 8 to 10 days with a fair wind. After that the river turns to the south-east and the wind drops

as you get further away from the sea : the need for “towing”, which meant having the boat pulled by horses on the bank or by people using a rope, became virtually inevitable.

■ The motorcar civilisation

As we go down to the stopping point, the noise gets gradually louder announcing the traffic on the road. After the arrival of the railways, which signed the death warrant of the Loire fleet, the roas has the last word ...

Solutions to the quizzes

p. 5

Complete the map

1 : West Indies

On their arrival at Nantes the goods were reloaded onto sea-going vessels to be sent to all the points on the globe.

2 : Brest, Brittany, by the canal from Nantes to Brest.

3 : Paris, by the canal from Briare and Orléans that are linked to the Seine.

4 : Lyon, Marseille, the Mediterranean, by the central canal that links up with the Saône, which flows into the Rhône.

Source of goods :

weapons : Saint-Étienne

sugar : West Indies

tufa : Anjou

salt : Brittany

porcelaine : Nevers

lace : Le Puy

p. 7

Aluette cards

1 : Two of oaks

2 : Monsieur

3 : The cow

Who I am ? The “*boule de fort*”, is played on a curved pitch with an asymmetrical ball. The ground must be perfectly smooth to enable the players to calculate a throw compensating for curl in its trajectory.

p. 9

Parts of a barge

1 : weather vane and pennant

2 : the boom, a piece of wood fixed to the mast and to which the sail is attached,

3 : the capstan, a hand windlass for raising the mast and for towning,

4 : the “*piautre*”, a wooden helm,

5 : the “*arronçoirs*”

p. 11

The 7 errors

1 : the roof on the tower

2 : the flag at the top of the mast

3 : the goblet on the tomb

4 : the roll of parchment in the hand of the sleeper

5 : the way the person on the left is facing

6 : the sail is missing

7 : the shape of the door.

p. 13

Goods not produced in

Candes or Montsoreau :

coffee comes from the West Indies,

the slates come from Trélazé, mushrooms were not grown here until the twentieth century.

p. 15

Capacity of a barrel of

wine :

223 litres.

p. 17

The bride's dowry

1 : sheets

2 : chest

3 : curtains

4 : eiderdown

5 : crockery

6 : bed

A dowry could be supplemented by a few ecus, a few measures of grain, some vats for the harvest, the use of a plot of land and one or two sheep...

p. 19

What is it ?

The railway.

The mariner's chest ?

Not a yellow waxed jacket or rubber boots ! The mariner, when he's not barefoot, wears clogs made from poplar wood that don't slip on the wet planks of the deck.

A change of clothing is rare : it's said that the mariner keeps all his clothing on his back.

As far as the bottle of rum is concerned, more generally associated with the long haul mariner, it is replaced here by “*eau de vie*” (brandy) made by granny, and the only remedy on board against all ills.

A Bible and a rosary complete “the medicine chest”.

The tools of the mariner (*adze*, “*doloire*”, hammer, etc.) are needed on every voyage.

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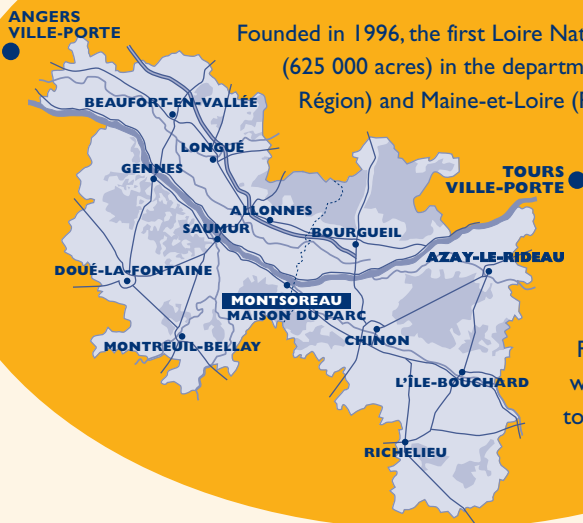
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■ **Le Grand Fleuve**,
coll. Repérages, Dupuis.
T. 1 : Jean Tambour, 1990.
T. 2 : Vent de mar, 1990.
T. 3 : L'île aux canes, 1992.
T. 4 : Hussards en Galerne, 1995.

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