

PORT OF QUÉBEC HISTORICAL PEDESTRIAN RALLY

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PORTQUEBEC.CA

PORT OF QUÉBEC HISTORICAL PEDESTRIAN RALLY

Second edition 2018

WE WISH TO THANK THE MUSÉE DE LA CIVILISATION DE QUÉBEC AND ITS STAFF FOR THEIR INVALUABLE COLLABORATION IN PUBLICIZING THIS HISTORICAL RALLY.

WE ALSO THANK THE CITY OF LÉVIS' PRIVATE ARCHIVES' ARTS AND CULTURE SERVICE FOR THE PHOTOGRAPHS OF SHIPYARDS THAT THEY GENEROUSLY ALLOWED US TO USE FOR OUR RALLY.



WELCOME TO THE PORT OF QUÉBEC!

Hello, welcome to the Port of Québec for the second edition of our Historical Pedestrian Rally. Use this booklet to guide you through the full itinerary. The answers can be found at the sites you will visit. We recommend that you read this booklet to find clues to the answers.

We invite you to keep this booklet, to read at your convenience, and enjoy the beautiful period photographs.

PARTICIPATION IN THE CONTEST:

If you wish to participate in the contest, just write the correct answers to the questions on the answer sheet to be submitted. See page 31 for all information on contest eligibility and the draw for participation prizes.

The information is also on our site, at www.portquebec.ca under the title “Historical Pedestrian Rally 2018”.

The recommended itinerary is found on page 5. It gives references to the locations where you will find the answers to the contest questions.

Don't forget to write them on the answer sheet and submit it before 4:30 p.m. on October 26 to the Musée de la civilisation information booth, or email the answer sheet to communications@portquebec.ca to be eligible for the draw on October 29, 2018. All contest details are on page 31.

AND NOW FOR A LITTLE HISTORY...

You are journeying through an important site marking the history of Québec and Canada. For many Quebeckers and visitors, the city of Québec and its port are part of our heritage. Many of us have ancestors who at one time or another trod upon the grounds of the Port of Québec upon arriving from Europe or elsewhere. This is where, by dint of hard work and courage, people seeking a better life settled or moved out toward the Canadian West.

We prepared this rally to stir your curiosity and interest in the Port, a very special place at the foot of the city that moves to the rhythm of the tides and seasons. Today's Port of Québec has adopted a sustainable development approach that will enable it to better coexist with the community. The present document was designed in this spirit of communication and exchange, introducing participants to the Port's historical significance.

This year's rally will include a section on shipbuilding, once the vocation of choice for many of Québec's riverside inhabitants. In addition, we invite you to extend your walk to the Musée de la civilisation, to see its "*FROM TRAPPERS TO ENTREPRENEURS - 4 Centuries of Business in Québec City*" exhibit. See the end of this booklet for more information. We will cover many other themes in future rallies.

We hope you will enjoy participating in our rally. We welcome your comments and observations. You can contact us at (418) 648-3640 or by email at communications@portquebec.ca.

Thank you for your interest and happy trails at the Port of Québec!

LAISSEZ VOS QUESTIONNAIRES REMPLIS
 AU KIOSQUE D'INFORMATION À L'INTÉRIEUR DU MUSÉE
 LEAVE YOUR COMPLETED ANSWER SHEET
 AT THE INFORMATION COUNTER INSIDE THE MUSEUM



A BRIEF HISTORY OF OUR SHIPYARDS



This photograph, taken at Anse au Foulon (Wolfe's cove) around 1850, illustrates the spectacular growth of the timber trade with England. Photo credit: McCord Museum.

Since the 1665 arrival of Intendant Jean Talon in New France and the establishment of commercial trade between France, Acadia and the French West Indies, the city of Québec has expanded from a trading post into a growing colony. Despite the French crown forbidding it to avoid competition with French shipyards, it became the cradle of Canada's shipyards.

After the British defeated the French on the Plains of Abraham and ending their reign in Canada, many English shipyards sprung up. Some of the entrepreneurs are still honoured here and there in the city. One of these, John Gilmour, established his shipyard at Anse au Foulon cove which could berth four ships at a time. The boats were built on large wooden rafts that were tilted toward the shore and slid into the water upon completion. The shipyard and associated woodwork occupied more than a thousand men.

Another Scottish builder, John Munn built 32 three-square-masted ships (1), 45 three-masted barks (2) and 16 bricks (3) on his site between 1821 and 1857.

1



2



3



The *Rowland Hill*, a two-sided paddle steamer was the first steamship they built. At the time, Munn was part of a group of Quebec shipbuilders recognized in Great Britain.

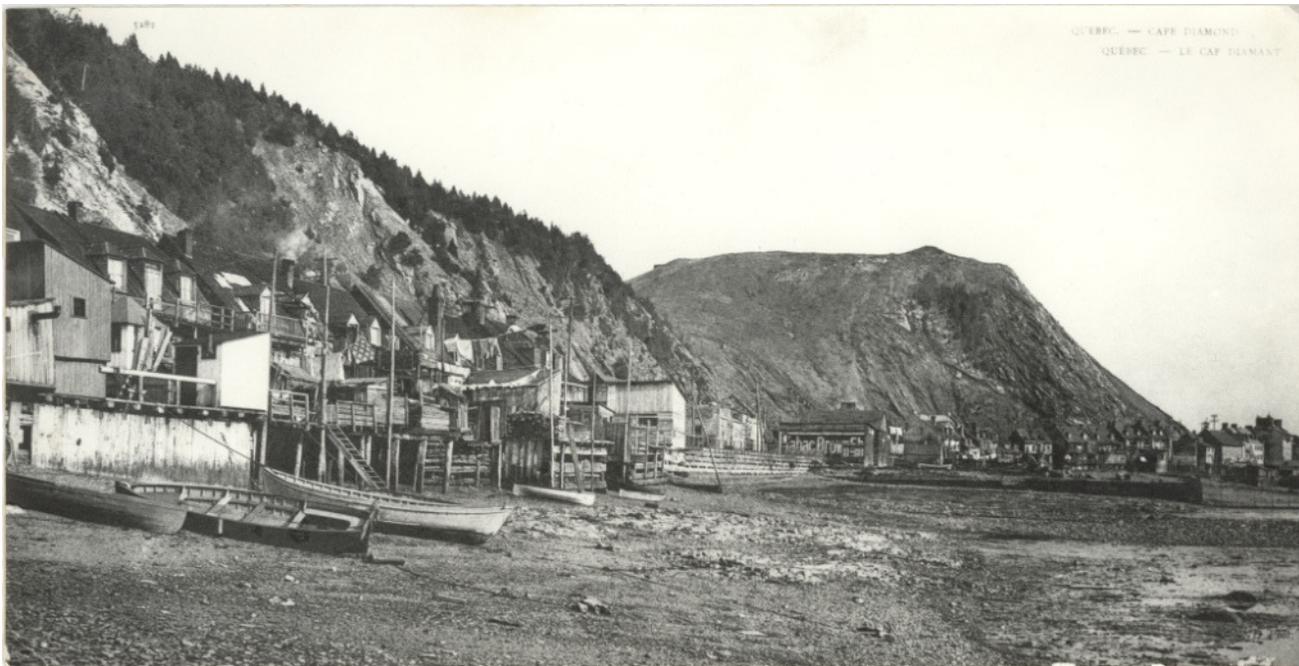
Between 1800 and 1812, Englishman John Goudie built 24 ships, including a schooner ordered by the Trinity House of Québec, precursor of the Québec Port Authority. His Anse du Cap shipyard was considered among the best of the Port of Québec. In 1846, he had two floating docks, houses, wharves, slips, fairing grills, booms, strikes and deep water lots.



During this period, shipbuilders loaded timber into the holds of England-bound ships through the front and rear portholes, which were then sealed off. Photo credit: McCord Museum.

English shipowners purchased most of the ships built in Québec. The ships would arrive in England with their holds full of wood and would return with various goods and, later on, with immigrants. The fastest seafaring ships were acquired first. They would then set sail to global destinations. Their new owners enriched themselves with materials and commodities, including tea, spice, sugar, fabrics and metals, which arrived from many English colonies. This is how the first shipment of tea came to Québec around 1810. The English merchants were, however, victims of poor quality construction wood. Often used before it had been fully dried, Canadian wood was notorious for its dry rot problem, which is rot that sets in early and shortens the useful life of Canadian ships.

In the 1900s, all the usual port activities (loading, repair, construction, stowage and supply of ships moored around the city of Québec) were conducted by artisans and merchants living mostly close by. These activities constituted the livelihood of many inhabitants of the Petit-Champlain, Anse au Foulon and Saint-Roch quarters. Many traveled by bark to the port, which was the location of businesses, banks, and the public market and to the larger ships on which they worked.



This 1907 photograph shows that barks were not only widely used, but an essential item for many workers. Note how many of them there are here, at Anse au Foulon (Wolfe's cove). Cape Diamond at the beginning of the nineteenth century, base fund, A.N.Q., in 1982, photo credit: Port of Québec.



C-006073

Pinewood rafts at Sharpies and Dobbel's Cove. Probably taken from Quai des Cageux in Sillery. Photo credit: National Archives of Canada.



THE QUÉBEC PORT AUTHORITY (QPA)

IN 1648, IMPORT/EXPORT TRADE BEGAN ON A LARGER SCALE IN NEW FRANCE. QUÉBEC'S ABUNDANT RESOURCES (WOOD, FLAX, HEMP, FUR) FOSTERED THE ESTABLISHMENT OF SHIPYARDS. TO SECURE THE BOATS AND THEIR CARGO, IT BECAME ESSENTIAL TO TRAIN SHIP PILOTS TO NAVIGATE THE ST. LAWRENCE RIVER. IN 1717, THE QUÉBEC ADMIRALTY WAS ESTABLISHED IN AN ATTEMPT TO IMPROVE COMMUNICATIONS AND FACILITATE MARITIME TRAFFIC.

In 1805, John Young of the Government of Lower Canada founded Trinity House, precursor to today's port authority. The goal of the organization was to assist navigation, set up beacons and buoys, build lighthouses and wharves, oversee the anchoring, berthing and mooring of vessels, and manage all aspects of maritime life.

Today, the Québec Port Authority (QPA) manages all port activities in the city of Québec, from the Island of Orléans Bridge to the Québec Bridge, and the activities inside its headquarters at 150, Dalhousie St. Built in 1913, it is one of the few buildings in the city with a clock tower.

For more information on the Port of Québec, visit our website: www.portquebec.ca.

You can admire a mosaic fresco called *Port Synergy* by an artist of Italian origin in the QPA's lobby. A plaque below it explains the illustration.

You can also see several coveted gold canes, awarded each year to the captain of the first transatlantic vessel to arrive in Québec in early January. These were returned to us by families of deceased captains who earned the prized award in past years.



QUESTION 1

WHAT IS THE NAME OF THE ARTIST WHO CREATED THE MOSAIC ABOVE THE ELEVATOR DOORS?



Did you know?

The Port of Québec also houses the Quebec Seamen's Club, a non-profit organization whose mission is to welcome sailors from around the world and offer them comfort and support. This organization was founded in 1847. Its location has changed several times over the years and is now located at the tip of dock 26, near the G3 silos.



Québec Port Authority offices in 1914 Photo credit: McCord Museum



Québec Port Authority offices in 2018. Photo credit: Québec Port Authority

Saint-André pumping station. Photo credit: Port of Québec archives



Because the river once completely submerged this section of Pointe-à-Carcy Point, the Saint-André pumping station was built in front of the Québec Port Authority building. An explanatory plaque is located near the building.



QUESTION 2 IN WHAT YEAR WAS THE SAINT-ANDRÉ PUMPING STATION BUILT?



THE BASSIN LOUISE AND THE PORT OF QUÉBEC MARINA

BASSIN LOUISE BEGAN LIFE AS A TRANSSHIPMENT POINT FOR GOODS, THEN AS A SERVICE POINT FOR INCREASINGLY LARGE MERCHANT SHIPS. URBANIZATION FORCED MANY CHANGES. IN THE EARLY 1980S, THE FEDERAL GOVERNMENT REDEVELOPED THE ENTIRE SECTOR TO BUILD THE MARINA UNDER THE QUÉBEC 84! PROJECT. IN 1988, THE MARINA'S ASSETS WERE TRANSFERRED TO THE QPA THAT HAS BEEN MANAGING IT EVER SINCE.

The Marina is a choice boating destination in Québec. It is also a strong tourist drawing card, a place for gathering and strolling, and a buffer zone between the urban and port facets on either side of the Bassin Louise.



Did you know?

With 415 berths, the Port of Québec Marina is one of the largest in the province in terms of traffic and operations. It is an enchanting site with magnificent views of the city and the Château Frontenac. Boats can access the Marina through a lock without which the Marina would not be the same since the western part of the Bassin Louise would be dry at low tide.



The Marina today
Photo credit: Vincent Turcot



On a poster near the lock, you can find information about the young woman to the right, in whose honour the basin was named Bassin Louise. Go there to find the answer to our next question.

Princess Louise
Photo credit: Le Soleil,
Wednesday, April 18,
1973



QUESTION 3
THE BASSIN LOUISE WAS NAMED IN HONOUR OF PRINCESS LOUISE. WHICH CANADIAN PROVINCE WAS ALSO NAMED IN HER HONOUR?



The Port of Québec Marina as it is today
Photo credit: Québec Port Authority



THE JOHN MUNN BUILDING

112 DALHOUSIE ST.

JOHN MUNN

John Munn Jr. was born in the small port town of Irvine, Scotland in 1788. By the turn of the nineteenth century, the town boasted two shipyards and a 97-vessel fleet. The maritime tradition was in his blood. John Munn Jr. continued the family tradition of shipbuilding and made the crossing to Québec in 1801 when he was thirteen years old. He reconnected with his brother Alexander who had been there since 1794, and his father John Sr., who had arrived in 1798 and whose shipyard was in the Saint-Roch borough.

Another brother, David, established his own shipyard in Montréal. Munn Sr.'s fourth son, James, was also a shipbuilder, but he remained in Scotland for several years before settling in Australia in 1824.

When his father died, John Jr. went to Montreal accompanied by a few workers from Québec to build more ships. It was there that he built the *Accommodation* steamship in 1809 for John Molson. This was the first steamship to connect Montréal and Québec. On its maiden voyage, it took 66 hours to reach Québec, but eight days for the return trip against the current. The boat had to use its sails to garner more speed. John Munn then returned to Québec and set up his shipyard in the Saint-Roch borough.

By 1839, the city of Québec's renown for excellent shipbuilding had reached Great Britain. When one of Munn's ships, the *United Kingdom*, arrived there, the *Liverpool Mail* wrote: "She looks most beautiful upon the water and her model and the symmetry of her proportions have been much admired by nautical men [...]."

John Munn's reputation as a naval architect was so well regarded throughout the colonies that his name graces the building at 112, Dalhousie St., at the intersection with Saint-André St. in Québec. His generosity was also much admired, as he was known for building ships forsaking profits so as to provide jobs for his workers. He was buried in 1859 in Mount Hermon cemetery in Sillery.



QUESTION 4

WHO IS THE JOHN MUNN BUILDING'S MAIN TENANT?

GEORGES DAVIE

Over the years, John Munn trained several apprentices. One of these was George Taylor Davie, the only nineteenth century shipbuilder whose shipyard still exists today in Lévis. Davie was born in the city of Québec to a father and grandfather who were also shipbuilders. In the early 1850s, his skill in saving and restoring ships gained renown on both sides of the Atlantic. In the 1870s - 1880s, he developed floating dry docks to repair higher-tonnage ships that were over 250 feet long. With metal-hulled ships becoming more common and larger, the shipyard was soon obsolete. After the *Titania* got stranded on Anticosti Island in 1885, he built a new facility at Anse aux Sauvages (Indian Cove) in Lauzon where he made it seaworthy again. Later, Davie Shipbuilding in Lauzon became known in 1897 when it launched its first ship, the steam-powered *Champion*.

From the Dictionary of Canadian Biography, Volume VIII (1851-1860).



The photograph's original caption: The port and church of Saint-Nicolas, though the church is not visible on the photo. It nevertheless illustrates the type of marine carpentry installation. Photo credit: Archives nationales du Québec



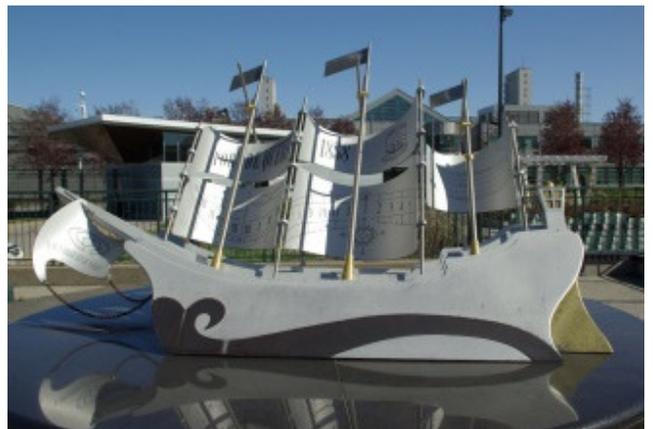
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Québec Harbour commissioners' lifting barge, with anchors and chains dredged from the riverbed. Photo credit: McCord Museum.

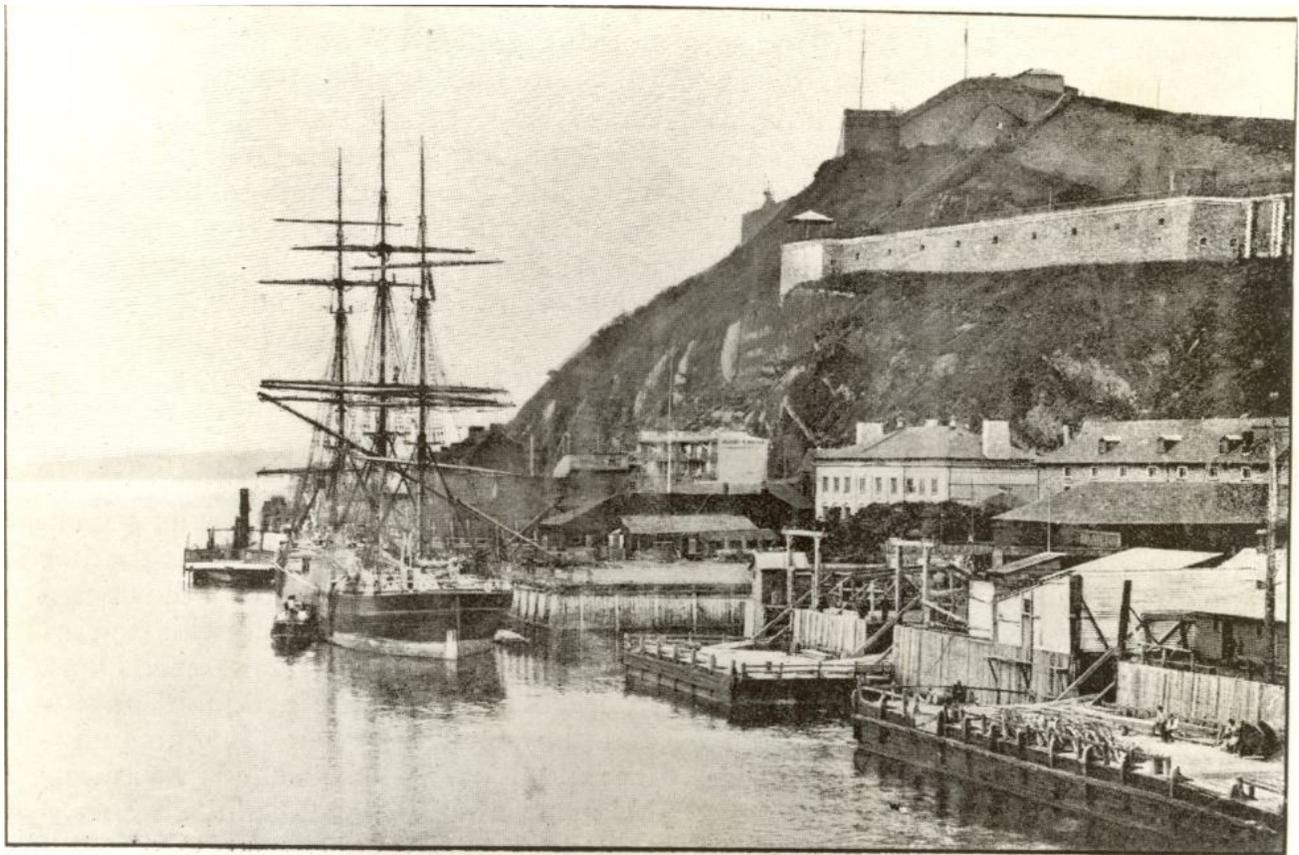
Did you know?



You can find the magnificent sundial shown here behind the customs house. Designed in 2004 by Jean-Serge Dion and his colleague Jean-Louis Mailloux (deceased in 2008), it was installed on a black granite base at the centre of a small terrace near the Agora.



Sundial at the Agora, a Jean-Serge Dion creation. Photo credit: Québec Port Authority



VIEW OF CAPE DIAMOND AND DURHAM TERRACE AT QUEBEC, IN 1864.

Cape Diamond and Durham Terrace in 1864. Photo credit: Archives Canada.



Did you know?

Over 700 boats have been built in this shipyard over 100 years of operations to the present day. Its latest achievement was the *Astérix* in 2017, the biggest navy ship ever delivered by a Canadian shipyard.



If you carefully scan the south shore across from you, you will see a red-roofed ancestral home on the waterfront. That is the location of the A. C. Davie Shipyard national historical site of Canada. It is located at 6210 rue Saint-Laurent in Lévis. We invite you to visit it on your next crossing.

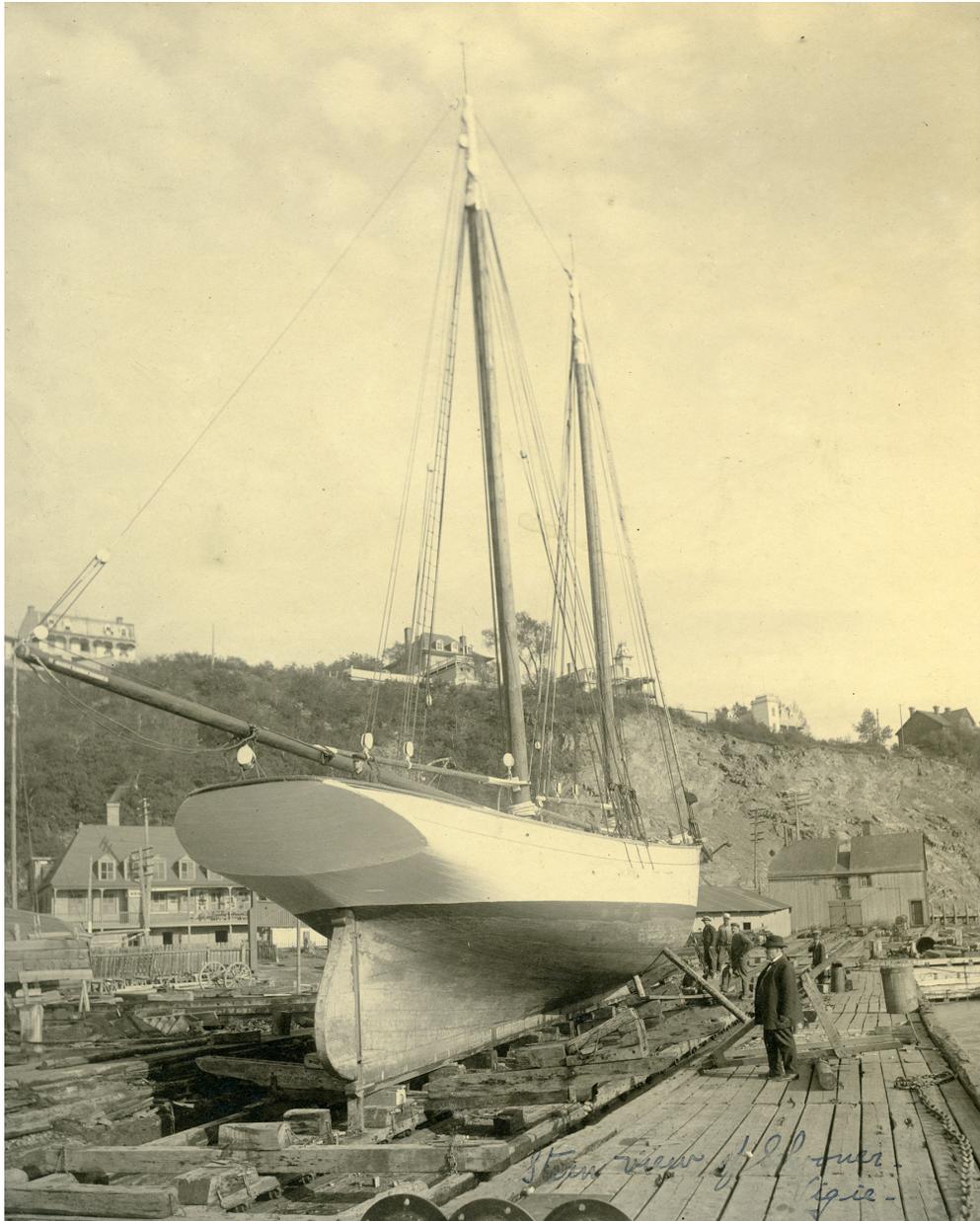




QUESTION 5

TO YOUR LEFT, ON THE EASTERN PART OF THE SOUTH SHORE, YOU CAN SEE A SHIPYARD THAT IS STILL OPERATING AT POINTE-LÉVY. WHAT COMPANY RUNS THE YARD?

Following are a few photographs generously supplied by the city of Lévis, private archives sector.



The *Vigie* pilot schooner on the George T. Davie & Sons ship repair site's tow line, Lévis, 1906. Photo credit: Fonds Joseph-Elzéar Bernier.



Norwegian steamship *AGGI* in dry dock in 1901. After hitting a shoal near Matane, the *AGGI* needed repairs to stop the front hull from taking water. The boat was dry docked from May 31 to June 20, 1901. Photo credit: Fonds Paul Gourdeau.



The *Jacques-Cartier* steam-powered paddle wheeler on the George T. Davie & Sons ship repair yard's tow line in Lévis. T.Paradis built this tugboat in 1888 in Lévis. It was destroyed in 1902 in Nova Scotia after losing its rudder. Photo credit: Fonds Paul Gourdeau..



THE CRUISE SHIP TERMINAL

AFTER THE FIRST SETTLERS AND LONG BEFORE CRUISE SHIPS, IMMIGRANTS DISEMBARKED IN DROVES IN QUÉBEC. THOUSANDS OF ENGLISH, IRISH AND SCOTS FLEEING FAMINES, PANDEMICS AND WARS, OR SEEKING ADVENTURE, FIRST SET FOOT IN THE NEW WORLD AT THE PORT OF QUÉBEC. EVERY YEAR, MANY PEOPLE MAKE A PILGRIMAGE HERE TO RETRACE THEIR ROOTS.

Many installations preceded the current cruise ship terminal. European immigrants disembarked from boats docked on the Saint-Charles River and, later, at Anse au Foulon. Immigration officers had to expand the port's immigration facilities to avoid contamination and the spread of diseases from Europe. There are still vestiges of the disinfection facilities on Grosse-Île, an island serving for both quarantine and hospital care. Immigrants would first land at Grosse-Île, then sail to Québec on smaller vessels.

At the turn of the twentieth century, new port arrivals would climb on trains headed westward. Many of their descendants visit Québec, their gateway to the new world. These are often emotional moments for them.

In 2001, major work was done to convert a hangar into a modern cruise ship terminal called Ross Gaudreault in honour of the Port of Québec's President and CEO from 1988 to 2010.



QUESTION 6

WHAT IS THE NAME OF THE RESTAURANT IN THE CRUISE SHIP TERMINAL BUILDING?



Did you know?

From 1869 to 1889, 538 137 immigrants were welcomed to the city of Québec, as compared with 91 910 in Halifax. Today, the Port of Québec's wharves are mostly lined with cruise ships.



Cette photo montre le paquebot de 42,000 tonnes de la Cie Canadian Pacific, l'“Empress of Britain”, accosté devant le quai de l'Anse Wolfe, le 1er juin 1931.

Empress of Britain , docked at Wolfe's Cove. Photo credit: Port of Québec archives.

The *Empress of Britain* set a speed record on its maiden voyage in 1931. It is shown above docked at Anse au Foulon cove, then named Wolfe's Cove or Anse Wolfe.

The *Empress of Britain* was the sister ship of the famous *Empress of Ireland* which tragically sank in the foggy mists during the night of May 28-29, 1914, after colliding with the Norwegian collier *Strostad* off Sainte-Luce, taking 1012 lives with it. It was the greatest ever maritime tragedy on the St. Lawrence River.



Did you know?

In 2015, the Port of Québec welcomed its one-millionth cruise tourist. In 2017, 202 081 passengers visited, and even more are expected in 2018. This year, 38 cruise ships will visit the port, four more than last year's record. Next September, the *Disney Magic* will make its first visit to the Port of Québec terminal.

Today, nobody can say “cruise ship” without thinking about the majestic icon, the *Queen Mary 2*, one of the legendary transatlantic vessels of the past. Even today, it is hard to remain untouched by its grandeur. It has thrilled sightseers since its first visit to the Port of Québec in 2004.



Photo of the *Queen Mary 2* doing a turnaround manoeuvre during one of its visits to the Port of Québec. Photo credit: Port of Québec.

QUESTION 7
ALONGSIDE THE WHARVES, YOU CAN SEE RED BUOYS. WHAT IS THE NUMBER AT THE CENTRE OF ONE OF THE BUOYS AT THE EDGE OF THE WHARF BETWEEN THE CRUISE SHIP TERMINAL AND THE PLACE DES CANOTIERS?





PLACE DES CANOTIERS

If you walk behind the Terminal, you will discover a nice place to enjoy a cool craft beer while dipping your feet in water.

The Place des Canotiers provides you with a great place to relax, enjoy the fountains, gaze at the river and watch the comings and goings of the ferryboat passengers.



QUESTION 8

NEAR THE PLACE DES CANOTIERS, AN AML CRUISE SHIP OFFERS SHORT RIVER CRUISES BETWEEN THE ISLAND OF ORLEANS AND THE QUÉBEC BRIDGE. WHAT IS THE NAME OF THE SHIP?

THE QUÉBEC-LÉVIS FERRY

WHEN SAILS RULED THE DAY, THE LAST SHIPS GENERALLY LEFT THE CITY OF QUÉBEC TOWARD THE END OF OCTOBER. IT WASN'T SPECIFICALLY THE FEAR OF ICE BUILDUP THAT HASTENED THE CAPTAINS' DEPARTURE. IT WAS ACTUALLY BECAUSE THE DOMINANT NOVEMBER WINDS WERE FROM THE NORTH-EAST, WHICH MADE IT DIFFICULT OR IMPOSSIBLE TO GO DOWNSTREAM.



Ice bridge used to shorten the crossing of the St. Lawrence before steamboats came into service. Photo credit: McCord Museum.

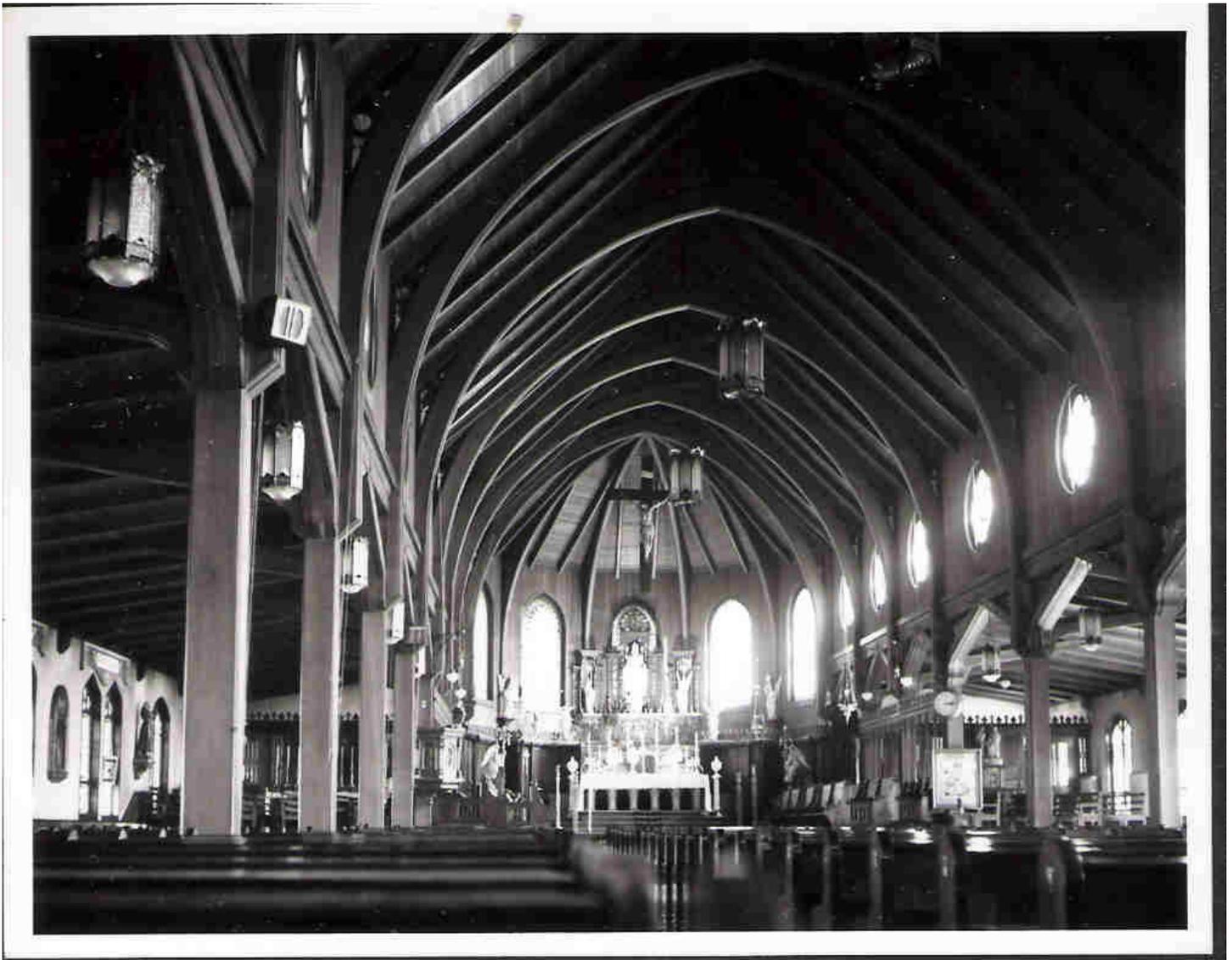


Did you know?

The first steam-powered ferry between Québec and Lévis was the *Lauzon*, in 1818. When it was launched in 1817, it ran aground on a sandbank at the Saint-Charles River estuary, but was not damaged. The first ferry able to cross through the ice was the *Unity*, in 1856, but it caught fire in 1859. There have been many crossings since then, with no major incidents.



A Québec-Lévis ferry, a part of the port, the Château Frontenac and Dufferin Terrace. You will no doubt notice the big difference between then and now. Photo credit: McCord Museum.



Interior view of the old Notre-Dame-de-Grâce Church. The carpenters of the time doubtless used their shipbuilding savvy here, with the church's apse looking like an inverted hull. Courtesy NDGQuébec blog: <http://ndgquebec.blogspot.com/>.



Did you know?

According to legend, the Notre-Dame-de-Grâce Church, inaugurated in 1926, was modeled along the lines of an inverted ship hull. It bore testament to the expertise of the shipbuilders who populated the city's denser areas and helped in the church's construction. The church was torn down in 2009. This photo of the church interior shows the local expertise of the era.



THE ROYAL BATTERY

As you head from the Place des Canotiers toward the Québec-Lévis ferry, you will see a square surrounded by a stone wall with crenels.

Named in honour of Louis XIV who financed its construction, the Royal Battery was added to Québec's defensive system in 1691 at the behest of the Comte de Frontenac, then governor of New France. Designed by architect Claude Baillif (1635-1698) and engineer Jean-Baptiste-Louis Franquelin (1650-1712), the battery has eleven crenels for a battery of cannons to defend the city. At the time, the St. Lawrence River surrounded the Royal Battery. Its semi-circular design allowed soldiers to train their cannons on ships sailing past.

No longer used for military purposes, the Royal Battery was used as a landing pier around 1760. Over time, it was partly destroyed, then covered by a wharf and two hangars, and eventually disappeared completely under nineteenth-century constructions.

The stonework you see today was reconstructed in 1977 over the ruins of the original 1691 construction. This work was part of a vast 1970s Place Royale restoration project.

Two onsite interpretation boards will tell you more about the Battery's cannons and its operation.



The Royal Battery in the Petit-Champlain in Québec in 2018.
Photo credit: Québec Port Authority.



QUESTION 9
WHAT ARE THE THREE CALIBERS OF CANNON USED IN THE ROYAL BATTERY?



THE MUSÉE DE LA CIVILISATION

Across the street from the Place des Canotiers, you will find a vestige of the shipbuilders' era in the Musée de la civilisation's lobby. An answer awaits you there. We invite you again to visit the " *FOR TRAPPERS TO ENTREPRENEURS - 4 Centuries of Business in Québec City* exhibit, displaying many artifacts of the shipbuilding era. You can also take a close look at the following items on display:

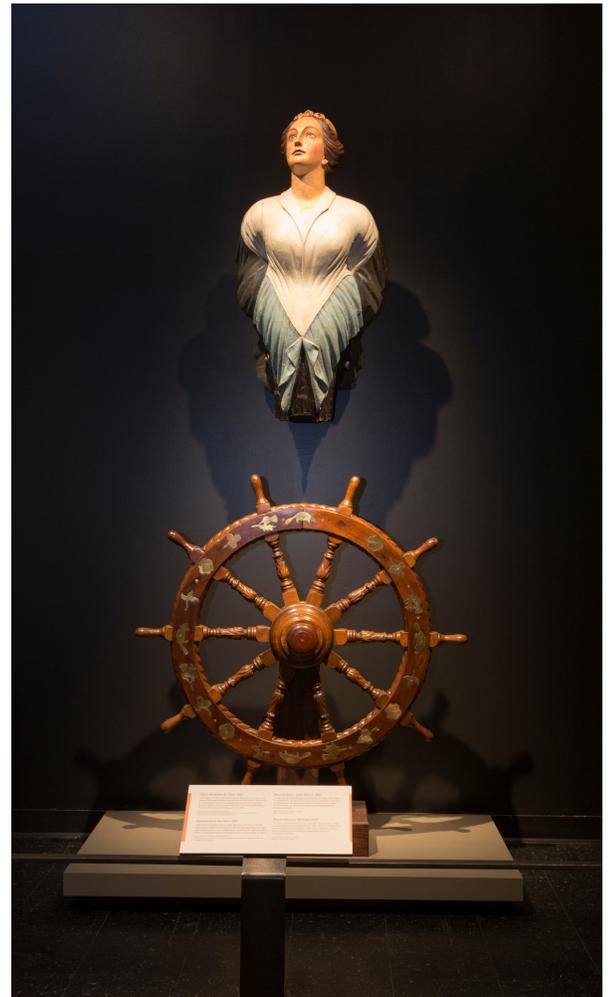


Dating back to the 1730s, this bark was built in the Québec area. It was probably at that time an important "all-occasion" vehicle for a population that had to depend on the river as a means of communication. In the Musée de la civilisation collection. Bark. Photo credit: Marie-Josée Marcotte, Agence Icône

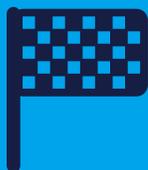
QUESTION 10

WHAT WAS THE NAME OF THE SHIPBUILDER WHO LIVED ON SAINT-PIERRE ST. WHERE THE BARK WAS FOUND DURING EXCAVATIONS FOR THE NEW MUSÉE DE LA CIVILISATION?

In the Musée de la civilisation collection.
Figurehead of the *Alert*, 1857.
Artist unknown, Pembroke, United Kingdom
Photo credit: Marie-Josée Marcotte, Agence Icône.



In the Musée de la civilisation collection.
Votive model, between 1875 and 1900.
Donated by Louis Vallières, restored by the Canadian Conservation Institute, 2007-491.
Photo credit: Stéphane Audet, Agence Icône.



THE PORT OF QUÉBEC IN 2018



Today, the province of Québec has seven shipyards including two in the city of Québec region: Davie Shipbuilding in Lévis and Groupe Océan in the city of Québec.

The Québec Port Authority's mission is to promote and develop maritime trade, serve the economic interests of Québec and Canada, and ensure cost effectiveness while protecting the environment.

The Port of Québec is a Canadian international trading hub located in the city of Québec. This continental gateway maintains trade relations with over sixty countries. Its strategic location is its calling card: it is the shortest route between Europe and the Great Lakes. As the last deep-water port, at 15 meters (50 ft.) deep at low tide, before the Great Lakes, it provides an effective link to the industrial and agricultural heart of North America. A cornerstone for the transshipment of solid and liquid bulk along the St. Lawrence, the Port is a link on the logistical chain of many sectors, including steel, mining, agri-food, energy.

The Port is also a key player in the city of Québec's tourism industry. The Port's facilities can accommodate the biggest cruise ships in the world. Thanks to its undeniable charm and international recognition as a UNESCO World Heritage City (United Nations Educational, Scientific and Cultural Organization), Québec is a pivotal destination in the Canadian itinerary. It will be accommodating the Disney Cruise Line for the first time from September 26 to 29, 2018.

Much of the Port is open to the public, including the Cruise Ship Terminal, which has become a key site in the province for public events. Near the terminal, the Port of Québec Marina is a unique stopover in the heart of the city. It has over 425 berths for pleasure boaters. Set in the heart of the city's historical and tourist quarter, this ideal location provides an exceptional view of Québec.

The last deep-water port along the St. Lawrence-Great Lakes corridor, the Port of Québec has a long history. With its bulk and transshipment facilities, it has played a key role linking the Atlantic Ocean and the Great Lakes for decades. Following the reopening of the Panama Canal, next-generation larger ships soon made their appearance in Atlantic commercial shipping routes. The Port of Québec offers every opportunity to effectively meet their requirements with its container terminal.



13 250

jobs created and
maintained in
Canada



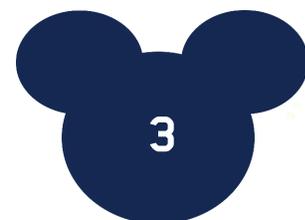
27 MILLION

tonnes of goods
handled on average
over the past five
years

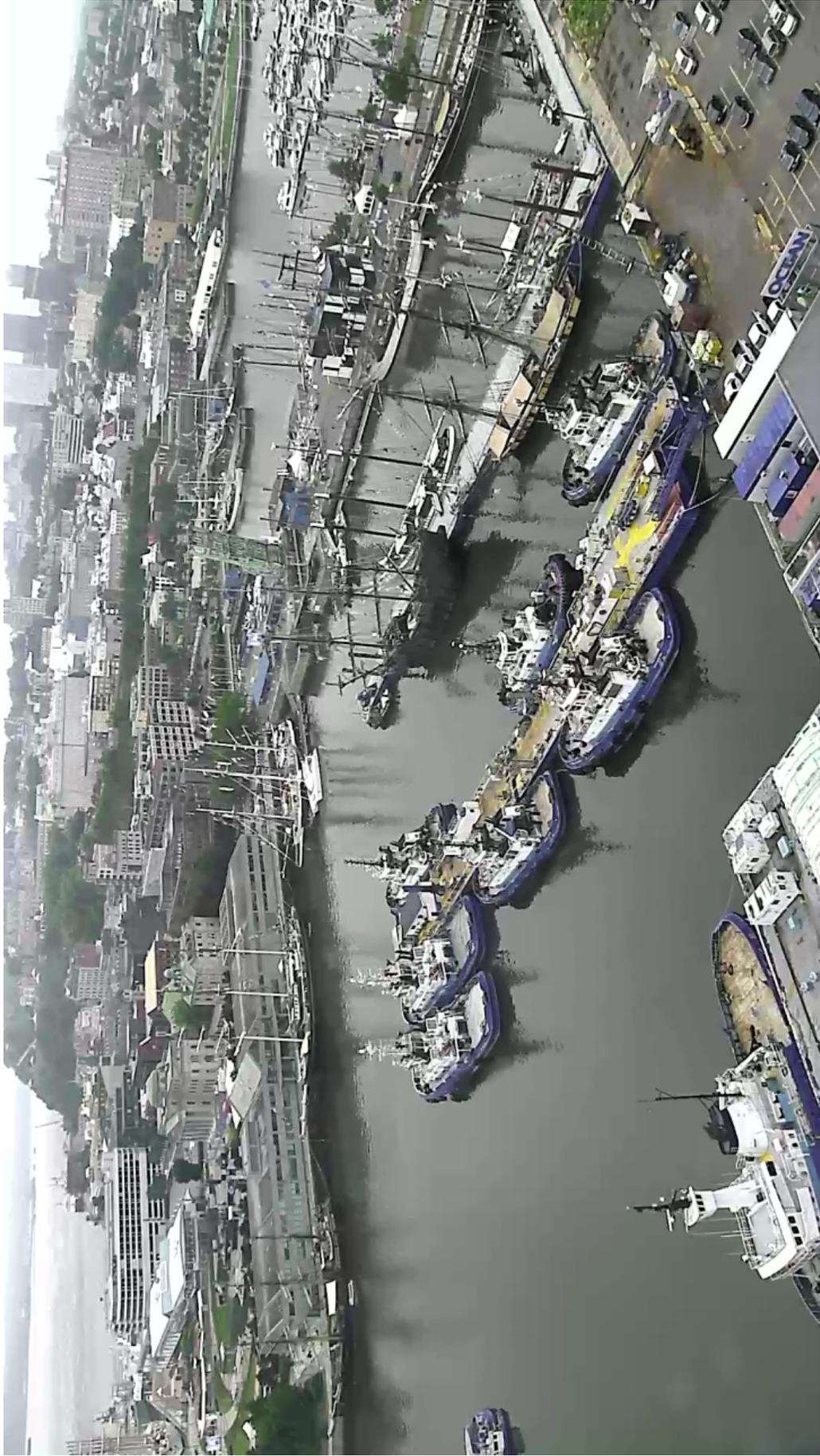


202 081

cruise ship
visitors last year



days in Québec City
for the *Disney Magic*



Naval Rendez-vous 2017 where ships from all eras sat side-by-side for a few days.

Photo credit: Québec Port Authority

QUESTIONS REGARDING THE DRAW

Anyone age 18 or over who has correctly answered all ten questions is eligible for the draw. For participants under 18 years of age, parental consent is required.

Send in the answer sheet by:

1. Emailing it to communications@portquebec.ca

or

2. Handing it in at the Québec Port Authority reception desk at 150 Dalhousie St., Québec, from Monday to Friday between 8 a.m. and 4:30 p.m.

or

3. Leaving it at the Musée de la civilisation de Québec information counter at 85 Dalhousie St., Québec, open every day from 9 a.m. to 5 p.m..

The deadline for submitting completed answer sheets is 4:30 p.m., Friday, October 26, 2018. Prizes are described on the Québec Port Authority website at www.portquebec.ca.

The draw will be held at the Québec Port Authority at 150 Dalhousie St., Québec, at 1:30 p.m., Monday, October 29, 2018.

We will post the winners' names on our website at www.portquebec.ca within three days following the draw and a Port agent will contact them. They will have until November 12, 2018, to claim their prize.

All employees of the Québec Port Authority and all members of their immediate family are not eligible for the draw.

Please note that any dispute regarding the organization or conduct of a promotional contest may be submitted to the Régie des alcools, des courses et des jeux for adjudication. A dispute regarding the awarding of a prize may be submitted to the Régie solely to attempt to resolve it.

Thank you for participating in our rally!
Don't forget to send us your answer sheet
before 4:30 p.m., October 26, 2018, to be eligible for the draw.

THANKS TO ALL OUR SPONSORS!

The logo for Mendake, featuring the word "Mendake" in a brown, cursive script font on a light grey rectangular background.

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MUSÉE DE LA
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Québec 

The logo for Destinations North America, featuring the text "Destinations North America" in red, italicized font, with blue wavy lines underneath, all on a light grey background.