

Document 1: Industrial Montreal



Source: Montreal from Street Railway Power House chimney, QC, 1896. Wm. Notman & Son © McCord Museum under <https://creativecommons.org/licenses/by-nc-nd/2.5/ca/>

First Phase of Industrialization (1867-1896) Documents

Document 2: Salaries and Living Costs

Salary and cost of living in Montreal in the 1880s.

- The salary of a day labourer or worker: \$1 a day
- The salary of a shoemaker: \$1.25 a day
- The salary of a construction worker: \$1.50 a day
- The salary of a mechanic (qualified worker): \$2 a day
- Women's salary: a little more than half of a man's pay for equivalent work.
- Cost of living for a family with 2-3 children: \$325 to \$375 a year for basic necessities (rent, food, heating coal or wood)

Source : Bettina Bradbury, *Familles ouvrières à Montréal. Âge, genre et survie quotidienne pendant la phase d'industrialisation*. Montréal, Boréal, 1995, p. 115 et 118. (trans.)

First Phase of Industrialization (1867-1896) Documents

Document 3: The New Way

More things could be made per day and more things could be made by each person.

The old way (1780): 2 pairs a day

The new way (1880): 300 pairs a day

Image sources:

The New Way: 300 pairs a day, 1880

John Henry Walker (1831-1899)

At McCord Museum [M930.50.5.142](#)

Gravure

L'ancienne façon : 2 paires par jour, 1780

John Henry Walker (1831-1899) at [M930.50.5.262](#)

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Document 4

"One man draws out the wire, another straightens it, a third cuts it, a fourth points it, [etc.]... Those ten persons, therefore, could make among them upwards of forty-eight thousand pins in a day. ... But if they had all [worked] separately and independently, and without any of them having been educated to this peculiar business, they certainly could not each of them have made twenty, perhaps not one pin in a day..."

Source : Adam Smith, *An Inquiry into the Nature and Causes of the Wealth of Nations* (1776), book 1, chapter 1. [online](#).

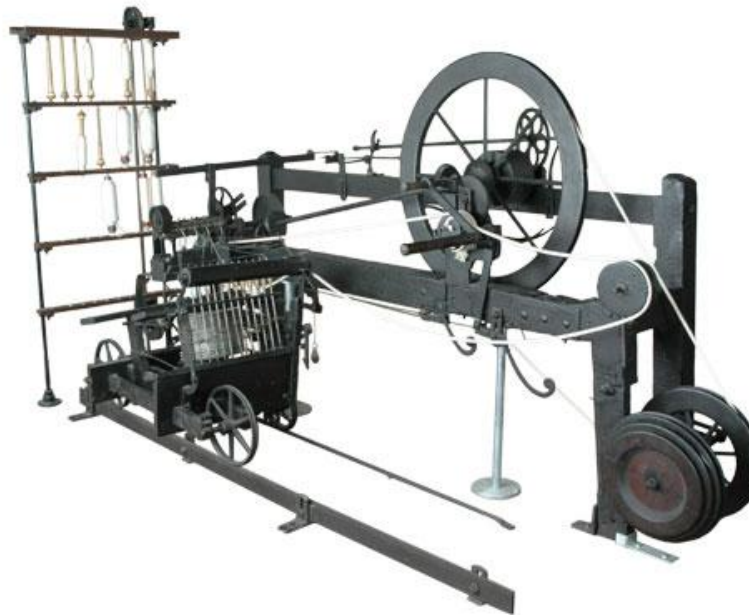
Documents 5 and 6 : A mule-jenny

A mule-jenny, or spinning mule, running on hydraulic energy (invented in 1779). At the end of the 19th century, coal was also an important source of energy, particularly for the iron and steel industries and for fueling steam locomotives.

Source du texte : Service national du RÉCIT, domaine de l'univers social.

See also Spinning mule From Wikipedia, the free encyclopedia
https://en.wikipedia.org/wiki/Spinning_mule

And Video and text at What was the Spinning Mule?
www.intriguing-history.com/was-spinning-mule/



Source de l'image : [Wikimedia Commons](#). Licence : Creative Commons (BY-SA)

First Phase of Industrialization (1867-1896) Documents

Documents 7, 8, 9 and 10

Various types of goods were now being made in Quebec, like Tobacco and Beer:

"Between 1850 and 1950, Montréal is Canada's metropolis and the Centre-Sud is its industrial heart. See how industrialization shapes the city and significantly changes the organization of labour. Photographs of the construction of the Jacques-Cartier bridge and the port of Montréal depict a booming transportation network. Consequently, the popular neighbourhood expression "Faubourg à m'lasse" derives from the odour of molasses emitted from goods coming into the port. In addition to being a veritable hub, Montréal is the most important manufacturing centre in the country. Discover photographs and objects that depict the oldest factories in the Centre-Sud: the Molson brewery founded in 1786, the Macdonald Tobacco company established in 1858, the Viau & Frère biscuit factory dating back to 1867, etc."

Source Ecomusee du fier monde at

<http://ecomusee.qc.ca/en/2012/09/19/all-the-lifelong-day-the-triumphs-and-tragedies-of-a-working-class-neighbourhood/>

Beer:

"The Industrial Revolution made it possible for beer to become a mass-produced commodity, brewed and bottled in factories and distributed by increasingly sophisticated infrastructures."

Source: [Quebec Beer, Brewers and Breweries](#)



Formal opening of the Macdonald Tobacco factory, 1876. Visit the Ecomusee site and click image for original larger view at

<http://ecomusee.qc.ca/en/collections/ecomusee-collections/macdonald-tobacco/>

"The Macdonald Tobacco Company (originally called "McDonald") was founded in 1858 in Montréal, Canada East (now Québec), Canada, by brothers William Christopher and Augustine McDonald. Their fledgling company achieved major success during the American Civil War, when the Union states were unable to receive tobacco directly from the secessionist Confederate states. Tobacco from the Southern states was shipped by boat to McDonald's factory in Montréal, where they processed it into plug and chewing tobaccos, and shipped it to the tobacco-starved Northern states."

Source: http://www.cigarettespedia.com/index.php/ManufacturerMacdonald_Tobacco_Company

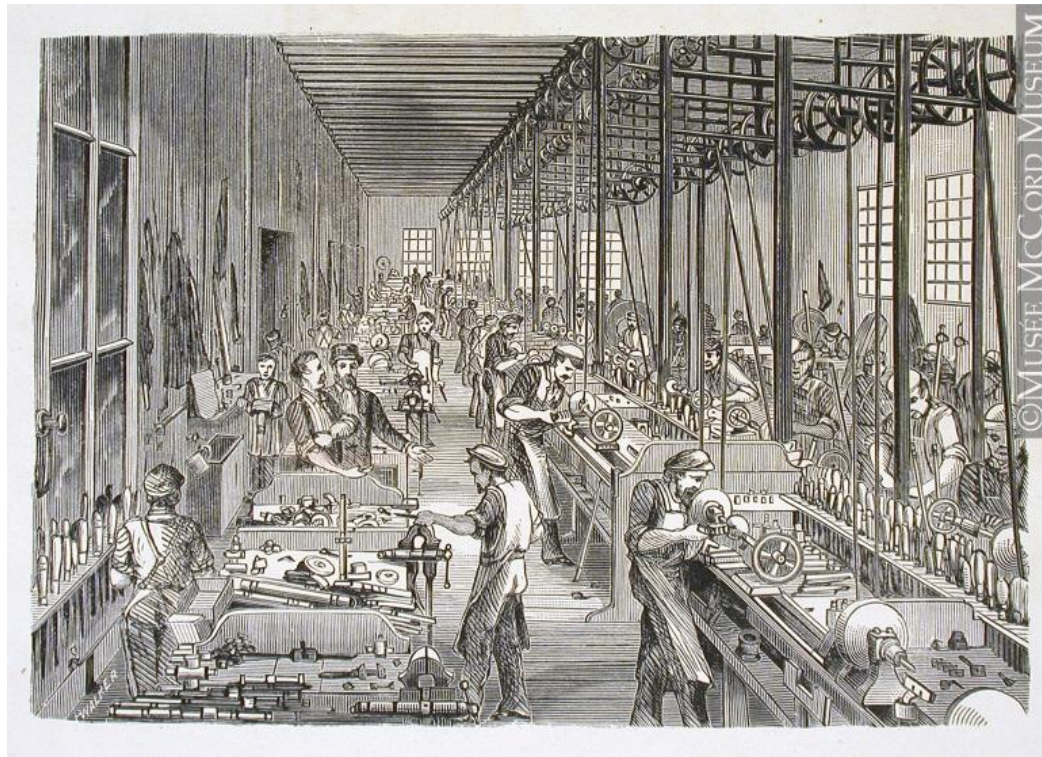
**Documents 11 and 12 : The interior of a factory
(between 1850 and 1885)**

"This is the interior of an unidentified factory from the second half of the 19th century, as depicted by the printmaker John Henry Walker (1831-1899). The work environment shown here is clearly from the age of industrialization. The machine tools, which are undoubtedly steam driven, helped the factory workers to perform their tasks."

Source for image and text:

<http://collections.musee-mccord.qc.ca/en/collection/artifacts/M930.50.8.79>

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Engraving

Interior of workshop John Henry Walker (1831-1899) <http://collections.musee-mccord.qc.ca/en/collection/artifacts/M930.50.8.79>



under

First Phase of Industrialization (1867-1896) Documents

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"Exposed machines with moving parts that sped up production were a danger to the workers. Girls were particularly susceptible of being accused of negligence in the case of an accident. One young 17 year old 'negligent' girl who fed a metal press lost ten fingers when she didn't move them quick enough..."

Source : Bettina Bradbury, *Familles ouvrières à Montréal. Âge, genre et survie quotidienne pendant la phase d'industrialisation*. Montréal, Boréal, 1995, p. 177. (trans.)

Document 14: Various types of good were now being made in Quebec

Textile factories

"Thanks to a channel dug in the St. Lawrence River between Québec and Montréal, ocean liners could now reach the port. The Grand Trunk Railway system crisscrossed southern Québec and Ontario, while the Canadian Pacific Railway crossed the country all the way to Vancouver. Montréal banks proliferated, opening numerous branches.

A manufacturing industry began to emerge. Light industry employed an abundant, mainly unskilled work force, primarily composed of French Canadians. Heavy industry hired more qualified, better-paid workers, largely of British origin. The area surrounding the Lachine Canal reflected this new industrial landscape.

The Grand Trunk's rail yards were established in this zone, alongside machine works, textile mills and a sugar refinery. Factory workers lived on neighbouring streets. A similar concentration began to take shape in the East end, with shoe factories, Molson Brewery, the Hudon textile factory and the Canadian Pacific's rail yard. The clothing industry would develop later, north of downtown Montréal."

Source: The impact of industry at http://www2.ville.montreal.qc.ca/archives/500ans/portail_archives_en/rep_chapitre7/chapitre7-2.html

First Phase of Industrialization (1867-1896) Documents

Documents 15 and 16:

Effect and Cause? Urbanization... the rise of big cities

Montreal grew during this time and remained the largest in Canada until 1970s. During the first phases of the industrial revolution, people moved from country to cities looking for work in factories and other sectors.

"A second phase began in the early 1800s, marked by increasing control by locally based commercial interests over development. Exclusive reliance on resource exports such as lumber and fur was reduced, giving way to a new emphasis on artisanal production for local or regional markets. Some cities began to assume metropolitan functions, dominating their immediate region. New transportation technologies came into use, notably steam-powered shipping, railways and production equipment in factories and workshops. Banking, postal, stage coach and other connections among settlements increased. The form of cities also changed as imperial direction became less important. Land surveys and related town plans promoted more orderly development. Transportation routes and the provision of water and sewer services began to determine the long-term direction of development. Functions of cities began to be sorted into residential, commercial and industrial categories, and also along class and ethnic lines."

Source: Stelter, G., & Artibise, A., Urbanization (2016). In The Canadian Encyclopedia. Retrieved from

<https://www.thecanadianencyclopedia.ca/en/article/urbanization>



Print Montreal, 1892 Anonyme - Anonymous 1892, 19th century © McCord Museum via collections.musee-mccord.qc.ca/en/collection/artefacts/M984.210 under [creativecommons.org /license /by-nc-nd/2.5/ca/](https://creativecommons.org/licenses/by-nc-nd/2.5/ca/)

First Phase of Industrialization (1867-1896) Documents

Documents 17 and 18: **Cities offered many services, goods stores, businesses**

"Around 1850, Montreal has a little over 50 000 people. In a mere half-century its population increases six times, surpassing the 300 000 marks. Growth in manufacturing industries is the main cause. Starting in the mid-19th century, factories spring up all over the city, and especially along the Lachine Canal. Their products are sold on the Canadian market, which is growing by leaps and bounds. Industrialization leads to growth in transportation, trade and the service industries."

Source and video web tour at <http://collections.musee-mccord.qc.ca/>



St. John Street looking towards the gate, Quebec City, QC, about 1890 Source: © McCord Museum at <http://collections.musee-mccord.qc.ca/en/collection/artifacts/MP-1994.26.36§ion=196> under <https://creativecommons.org/licenses/by-nc-nd/2.5/ca/>

First Phase of Industrialization (1867-1896) Documents

Documents 19 and 20:

Different types of neighbourhoods developed:

... working class, poorer populations were the neighbourhoods where factory workers lived.
not paved streets, poor sanitation, etc.



Houses for Mr. Meredith, Montreal, QC, 1903

Wm. Notman & Son © McCord Museum via <http://collections.musee-mccord.qc.ca/en/collection/artifacts/II-146359> under <https://creativecommons.org/licenses/by-nc-nd/2.5/ca/>



Montreal from Street Railway Power House chimney, QC, 1896

Wm. Notman & Son 1896 © McCord Museum via <http://collections.musee-mccord.qc.ca/en/collection/artifacts/VIEW-2942> under <https://creativecommons.org/licenses/by-nc-nd/2.5/ca/>

Document 21



Edward Jump, *Montréal - Les inondations printanières - La crue des eaux*, esquisse réalisée à Griffintown, 1873

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Document 22

Québec trade unionism began in the early decades of the 19th century when skilled craftsmen established weak, localized and short-lived organizations. Montréal craft unions united three times in larger associations: in 1834, to win a 10-hour day; in 1867, to form the Grand Association; and in 1872, to win a nine-hour day. But each lasted only a few months, and few unions withstood the 1873 economic crisis. There were at least 137 strikes from 1815 to 1880. The Co-Operative Movement, through life and health mutual-assurance funds, expanded rapidly after 1850 among the working class. These early signs of worker consciousness demonstrated the desire among workers to create alliances in response to the insecurities of factory work and urban life, and to reject the capitalist labour market in which they were treated as commodities.

Source: <https://www.thecanadianencyclopedia.ca/en/article/working-class-history-quebec>

Documents 23 and 24: Advances in Technology - Steam Engines - steam engine

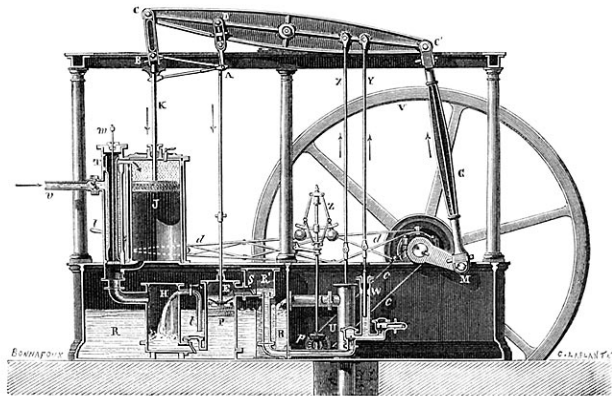
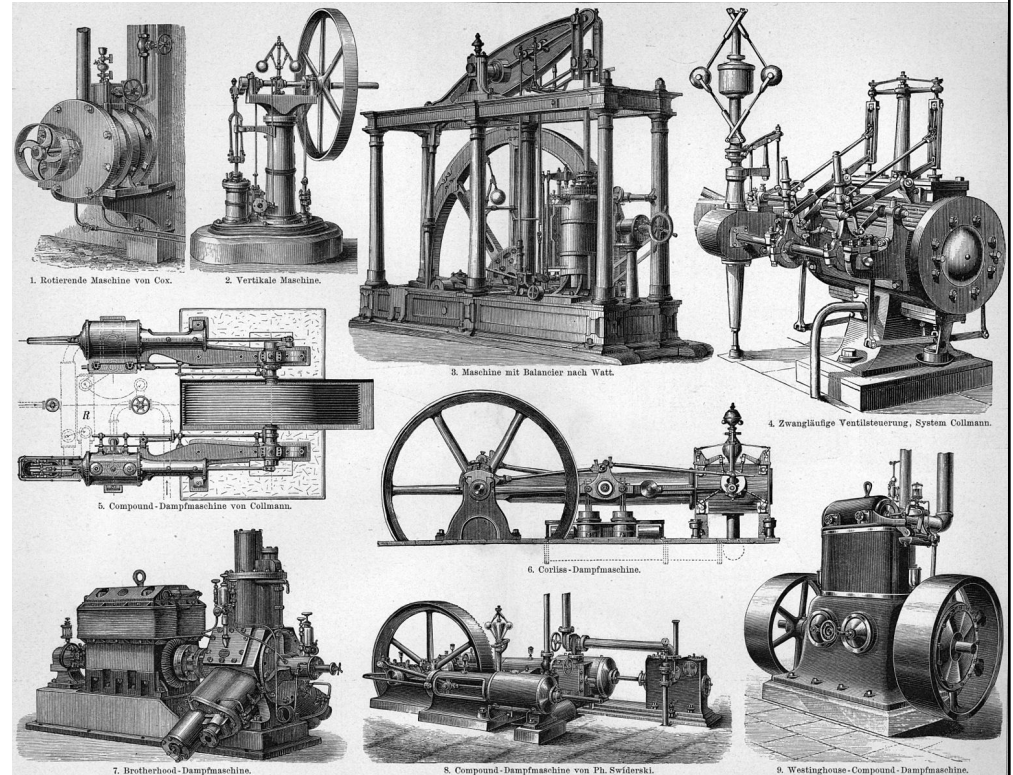


Fig. 59. — Machine à balancier de Watt.

e. Tuyau de prise de vapeur; T, tiroir; J, cylindre; H, condenseur; PE pompe d'épuisement; WV pompe alimentaire de la chaudière; UX pompe d'alimentation de la boîte R; p, Z régulateur; dd excentrique; ABCD parallélogramme; GN bielle et manivelle; V volant.

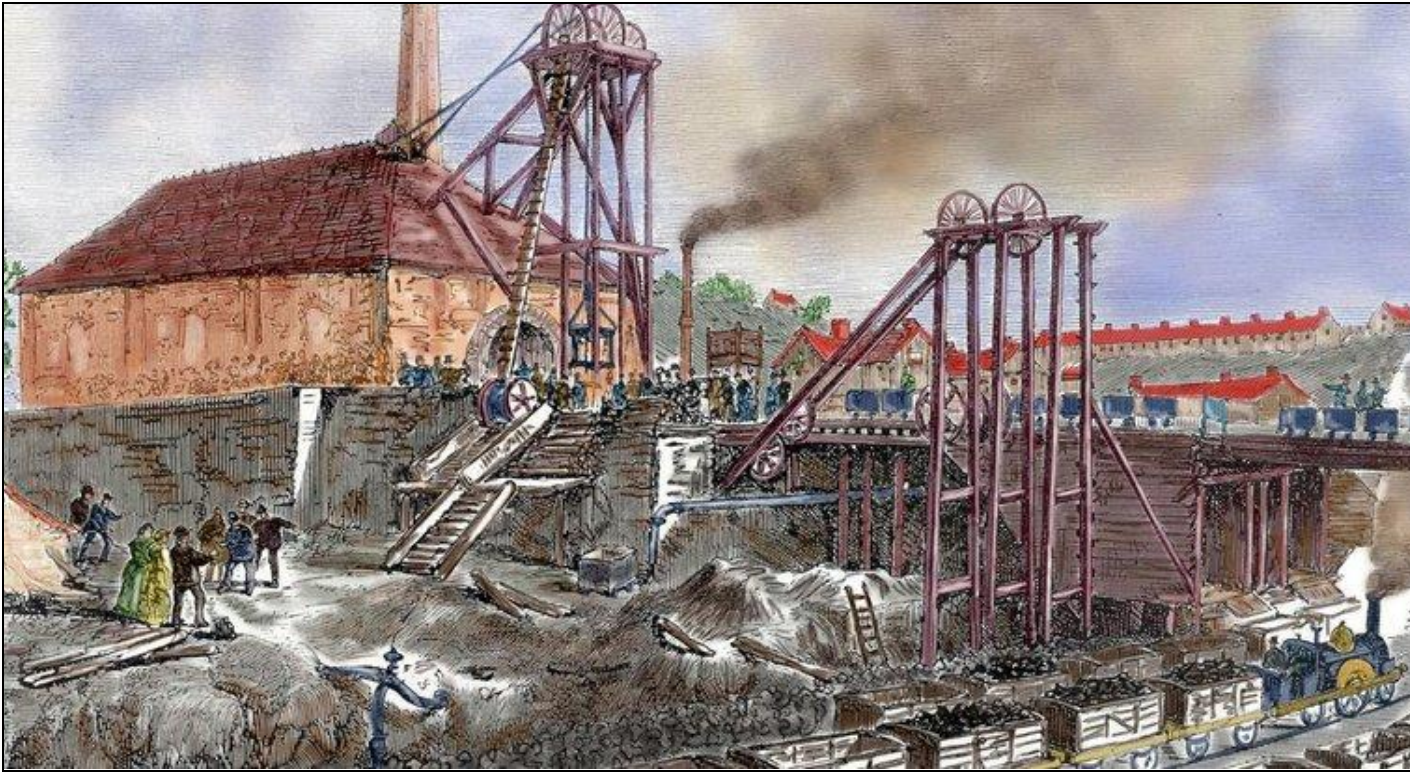
oldbookillustrations.com

La vapeur (Steam), by A. Guillemin, Paris, 1876. via Old Book Illustrations at <https://www.oldbookillustrations.com/pages/watt-steam-engine.php?lng=en>>



Steam engine technology de: Dampfmaschinen Date 1894. Public domain at https://commons.wikimedia.org/wiki/File:Dampfmaschinen2_brockhaus.jpg

Document 25



“During the period of the industrial revolution, as demand for coal soared thanks to iron and steam, as the technology to produce coal improved and the ability to move it increased, coal experienced a massive escalation. From 1700 to 1750 production increased by 50% and nearly another 100% by 1800. During the later years of the first revolution, as steam power really took a firm grip, this rate of increase soared to 500% by 1850.”

Source: Coal in the Industrial Revolution <https://www.thoughtco.com/coal-in-the-industrial-revolution-1221634>

First Phase of Industrialization (1867-1896) Documents

Documents 26 and 27: Advances in Technology - Mechanized production lines and change in ways things were produced.

"Increased mechanization of industry and improvements to worker efficiency, increased the productivity of factories while undercutting the need for skilled labor. Mechanical innovations such as batch and continuous processing began to become much more prominent in factories. This mechanization made some factories an assemblage of unskilled laborers performing simple and repetitive tasks under the direction of skilled foremen and engineers. In some cases, the advancement of such mechanization substituted for low-skilled workers altogether. Both the number of unskilled and skilled workers increased, as their wage rates grew".

Source: https://en.wikipedia.org/wiki/Second_Industrial_Revolution

"The impact of changing the way items were manufactured had a wide reach. Industries such as textile manufacturing, mining, glass making and agriculture all had undergone changes. For example, prior to the Industrial Revolution, textiles were primarily made of wool and were hand spun. But, with the invention of the spinning wheel and the loom, cotton was produced quicker and eventually replaced wool in the textile field. This dramatically reduced production time and the cost the produce material. Advances such as these were evident in all industries during this era."

Source: Man-Made to Machining - History of the Industrial Revolution <https://www.thomasnet.com/articles/custom-manufacturing-fabricating/history-of>

Document 28



At the turn of the 20th century, a growing proportion of the labour force was employed in factories. Working conditions were very harsh and wages very low, especially for unskilled workers. To make ends meet, many families had to send their children, especially teenagers, out to work. Under these circumstances, the level of education remained fairly low. Housewives had to keep tight control over the family budget, find work they could do at home or take in boarders. Unemployment was common. The trade union movement, which was in its infancy, protected chiefly the most skilled workers. The average working-class family lived a very precarious existence. Illness was common and mortality rates, especially among infants, were very high. Eighty percent of all Montrealers were tenants, and their low incomes meant that they could not always afford decent housing.

Source: *Women starching collars and cuffs*, M. T. S., QC, about 1901

N. M. Hinshelwood

MP-1985.31.181

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http://collections.musee-mccord.qc.ca/scripts/viewobject.php?section=162&Lang=1&tourID=VQ_P2_14_EN&seqNumber=18&carousel=true#description

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The first unions were formed for the purpose of protecting workers who had fallen ill or had lost their jobs. Most of the early unions were short lived. The legal and economic foundations that are necessary for the survival of a union were not yet in place, such as the legal right of employees to form a union and to strike under certain conditions, or the system of membership dues that provides the financial basis for the union. In some cases, however, workers managed to become powerful enough to dictate the terms of their employment to their employers. These situations did not last long, as Canada's legal system worked alongside employers to restrict the rights and powers of workers.

Source: Morton, Desmond. 2007. *Working People: An Illustrated History of the Canadian Labour Movement*. (5th Edition). Montreal and Kingston: McGill-Queen's University Press