Pearson Edexcel Level 3 GCE

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History

Advanced

PAPER 3: Themes in breadth with aspects in depth

Option 34.1: Industrialisation and social change in Britain, 1759–1928: forging a new society

Option 34.2: Poverty, public health and the state in Britain, c1780–1939

Sources Booklet

Do not return this Booklet with the question paper.

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Sources for use with Section A.

Answer the question in Section A on the option for which you have been prepared.

Option 34.1: Industrialisation and social change in Britain, 1759–1928: forging a new society

Source for use with Question 1.

Source 1: From a report written by Brunel to the Board of Directors of the Great Western Railway Company, August 1838. Here he is providing the Directors with an update during the construction of the railway.

Gentleman – I am anxious to record more fully than I have previously done my views and opinions on the formation and the working of our line. In fairness to myself, and to these plans, it is necessary that I enter fully into a description of the circumstances, and the numerous difficulties created by this particular railway. Indeed, this report will enable others to arrive at an appropriate conclusion.

On this railway, we have been able to benefit from unusually favourable gradients and curves. The line is almost level for more than fifty miles out of London, without any troublesome curves. For the whole distance to Bristol, it has excellent gradients. Unusually high speed might easily be attained. The very large amount of passenger traffic that such a line will certainly achieve will ensure a good financial return because of these advantages. Because of this, I have paid every possible attention to the improvement of the line as was originally set out in the parliamentary plans. In order to attain a high speed, the question of the width of gauge must be considered. On this point, I expressed my opinion at a very early stage.

Every argument presented then, and every calculation made, suggested adopting a gauge of about 7 feet on the Great Western Railway. All these arguments were advanced by me in my first Report to you, and the subject was well considered. The Great Western Railway, and other principal railways likely to extend beyond it, do not connect with other railways. This has left us free from any specified dimension. The 7 feet gauge was ultimately decided upon. Many objections have still been raised. These objections include that the original cost of construction of all the works connected with the development of the line would greatly increase. These critics have assumed that an increased gauge would necessarily involve an increase in the width of land needed to be purchased, and in the dimensions of bridges and tunnels. However, the increased dimensions of land required from 10 to 12 feet will not cause any average increased expense in either the construction of the railway or the purchase of land. It will only result in an increased cost of seven to eight per cent, which will be covered by the surplus originally planned for in my Report in 1835.

Option 34.2: Poverty, public health and the state in Britain, c1780–1939

Source for use with Question 2.

Source 2: From the report of Mr Ashurst Majendie, Assistant Poor Law Commissioner, in *The Information Received by His Majesty's Commissioners as to the Administration and Operation of the Poor Laws*, 1833. Here Majendie describes events in the districts of Hastings and Battle, in Sussex.

The riots in the district of Hastings began on 5 and 6 November 1830. The farmers observed that the labourers, all at once, left their work, all together, by arrangement. No leader could be identified, but when the labourers had drinks in the pubs that evening, a stranger came and paid for them in the morning.

The rioters had written pamphlets containing their demands. They wrote that there should be poor relief allowance of one shilling and six pence for every child in excess of two children per family; that there should be no assistant-overseer; that they should be paid full wages whatever the weather; and that they would pay their own rents.

There were nine cases of buildings being set on fire that winter at Battle. All the principal magistrates of the area assembled, 19 in total. On the day of the meeting of the magistrates, nearly 700 rioters assembled there too. The arrival of troops on horses was needed to establish order. A permanent Bench of Magistrates was established at Battle, and they gave orders that were necessary for peace to be restored.

The need for these orders continued for a month, and from that period there has been ongoing intimidation in the district by the labourers who had rioted. The assistant-overseers have been ill-treated. The assistant-overseers were reluctant, in case their lives were made uncomfortable, or even unsafe, to make complaints about any of the rioters who had been neglecting their work. Farmers have permitted their labourers to receive poor relief, which has been calculated on a lower rate of wages than the labourers actually received. The farmers have been unwilling to show that they are negotiating with the rioters and will not say how much they are paying them. There is a similar feeling in neighbouring districts. At parish vestry-meetings the farmers have been afraid to express their opinions against a pauper who applies for relief, for fear their premises should be set fire to. Two fires immediately followed such a meeting, one of them happened to a most respectable farmer, a kind and liberal master.

The poor relief allowance system is so established that without some legislative reform no one can make any effective change. If there were an attempt to adapt the existing rules, a repetition of the outrages of 1830 may be expected.

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Acknowledgements:

Source 1 from: https://www.gutenberg.org/files/41210/41210-h/41210-h.htm#APPENDIX_I

Source 2 from: http://www.historyhome.co.uk/peel/poorlaw/report.htm