



UNIVERSITY OF CAMBRIDGE INTERNATIONAL EXAMINATIONS
General Certificate of Education
Advanced Subsidiary Level and Advanced Level

HISTORY

9697/11

Paper 1 Modern European History, 1789–1939

October/November 2009

3 hours

Additional Materials: Answer Paper

READ THESE INSTRUCTIONS FIRST

Write your Centre number, index number and name on all the work you hand in.
Write in dark blue or black pen on both sides of the paper.
You may use a soft pencil for any diagrams, graphs or rough working.
Do not use staples, paper clips, highlighters, glue or correction fluid.

Section A

Answer **Question 1**.

Section B

Answer any **three** questions.

At the end of the examination, fasten all your work securely together.
All questions in this paper carry equal marks.

This document consists of **4** printed pages.



SECTION A: THE ORIGINS OF WORLD WAR I, 1870–1914

You **must** answer Question 1.

THE NAVAL RACE BEFORE WORLD WAR I

1 Read the Sources, and then answer the question.

When answering **Question 1**, candidates are advised to pay particular attention to the interpretation and evaluation of the Sources, both individually and as a group.

Source A

The German public are following their leaders in taking offence. British writers draw attention to the tremendous shipbuilding activity of the German navy and to the rapid increase in its fighting strength. It is concentrated in the North Sea immediately opposite the coast of Britain. The Germans feel hurt and indignant because Germany is the Power which is being criticised. Little comment is made about the steady naval progress of other Powers, such as France, the United States, and Japan. We know that the most important people in Germany, as well as all German naval officers, criticise British statesmen, the British Admiralty, and British writers for what they feel are unjust attacks.

They protest that they are not building ships with aggressive intentions against Britain. Britain believes that the German programme is excessive, and it results in unnecessary expense for Britain. The Germans reply that they began to build Dreadnoughts because they were forced to follow the example of Britain, and that, therefore, Britain's criticisms are unjust!

Article in a British journal, May 1908.

Source B

Britain can only be defeated by a powerful country that has seized control of the seas. That can only be done by a fleet that has not only reached the same size as the British navy, but is also superior in battleships. Squeezed between France and Russia, Germany has to maintain the greatest army in the world. It is obviously beyond the capacity of the German economy to support at the same time a fleet that could be larger than Britain's.

Article in a German naval journal, November 1908.

Source C

The purposes of British naval power are essentially defensive. There is this difference between British naval power and German naval power. The British navy is to us a necessity and, from some points of view, the German navy is to Germany more of a luxury. The British navy makes Britain a great power. But Germany was a great power, respected and honoured all over the world, before she had a single ship. The naval policy of Britain has certainly not been anti-German. It cannot be argued that Germany has been forced by British naval rivalry and British naval expansion to enlarge her navy.

Speech by Winston Churchill, government minister in charge of the British Admiralty, 9 February 1912.

Source D

We have often been assured that the German navy is intended simply for the defence of Germany's overseas possessions and her growing trade and merchant fleet. If this were true, we might have expected to see German ships distributed widely all over the world. Instead of this, we are faced with a very strong fleet of battleships concentrated close to the German shores. The great German fleet has been organised for action in the North Sea or the North Atlantic.

We must also mention a very secret matter. During the last few years we have become aware of the development in Britain of an extensive system of German spies. Spies in this country are employed and controlled from Germany, collecting information relating to the defence on land and sea of this country, and communicating such information to members of the German secret service. These spies are distributed over various parts of Britain, chiefly at places near to the sea coast, where information upon such matters would more probably be obtained.

Secret message from the British Admiralty to the British government, 20 August 1912.

Source E

The German navy was certain that Britain would join France and Russia. We were fully aware of the seriousness of the situation, and that we should now be faced with a contest in which an honourable defeat might well be our only prospect. But nowhere was there the slightest sign of nervousness over the enemy's overwhelming superiority. Instead there was a burning enthusiasm and zeal for a battle, worked up by the feeling of indignation at the oppression which British superiority had meant. During its history of barely more than fifty years, the German Fleet had not been involved in a serious campaign with European opponents of equal strength. Our ships had shown what they could do mainly in helping to gain colonial possessions or maintaining respect for, and upholding the prestige of, Germany against half-civilised or savage races. We had no personal experience of commanding and handling in battle the big ships which had recently come into existence.

The British Fleet had the advantage of looking back on a hundred years of proud tradition which must have given every man a sense of superiority based on the great deeds of the past. This could only be strengthened by the sight of their huge Fleet. Each British ship was supposed to be the most modern marine construction. This feeling was also supported by the British sailor's extensive familiarity with the seas and with conditions of life on board ship.

Admiral Scheer, War Memoirs, published in 1920. Scheer became Commander of the German Navy in World War I.

Now answer the following question.

'Britain's fear of the German navy before World War I was completely justified.' Use Sources A-E to show how far the evidence confirms this statement.

SECTION B

You must answer **three** questions from this section.

- 2 'The economic difficulties of France in 1789 were more serious than the political problems.' How far do you agree with this judgement?
- 3 Why have the industrial changes in the nineteenth century been described as a 'revolution'? (You should refer to developments in **at least two** of Britain, France and Germany in your answer.)
- 4 How different were the aims and methods of Cavour from those of Mazzini?
- 5 'The main reason why continental European countries were involved in "New Imperialism" in the late nineteenth century was jealousy of Britain.' How far do you agree with this judgement?
- 6 How serious were the dangers to the tsarist government of Russia from 1900 to the outbreak of war in 1914?
- 7 How far do you agree that Hitler's power in Germany from 1933 to 1939 relied mainly on terror?
- 8 Explain which had the greater effect on Europe by 1939: World War I or the Russian Revolution.

Copyright Acknowledgements:

Question 1 Source A	http://www.chu.cam.ac.uk/archives/churchill_era/a_level/naval_race/document_comparison.php 20/03/07
Question 1 Source B	© N. Ferguson; <i>The Pity of War</i> ; p.85; Allen Lane; The Penguin Press; 1998
Question 1 Source C	http://www.chu.cam.ac.uk/archives/churchill_era/a_level/naval_race/document_comparison.php 20/03/07
Question 1 Source D	http://www.gwpda.org/naval/pwr01000.htm 20/03/07

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