

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

HISTORY

9697/01

Paper 1 Modern European History, 1789–1939

May/June 2006

Additional Materials: Answer Booklet/Paper

3 hours

READ THESE INSTRUCTIONS FIRST

If you have been given an Answer Booklet, follow the instructions on the front cover of the Booklet.
Write your Centre number, candidate number and name on all the work you hand in.
Write in dark blue or black pen.
You may use a soft pencil for any diagrams, graphs or rough working.
Do not use staples, paper clips, highlighters, glue or correction fluid.

Answer **four** questions.

You must answer **Question 1** (Section A) and any **three** questions from Section B.

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

Both of us agreed that the problems between Britain and Germany arose from the naval question. (*Wrong! A result of Britain's ambitions for world empire and a tendency to imagine threats.*) Relations between the countries would not improve as long as they were engaged in naval rivalry. Every British citizen would spend his last penny to preserve their superiority at sea. (*They already have it 3 times over!!!*) Anybody who knows Britain a little knows that Britain has no intention to threaten Germany with the British fleet or attack Germany at all. (*?? They have already done this for a long time.*) I told Lloyd George that a German invasion existed only in the imagination of the British (*Quite right.*) Unfortunately, fleet building has become more expensive through the invention of the Dreadnoughts, through which Britain had lost its immense advantage. Other countries had been compelled to build the same type of ships involving huge expense. (*Quite right.*) Lloyd George believed that a slowing down in Germany's fleet building would quickly help public opinion. He said that Britain would meet us half way to limit the size of the fleets on both sides. (*This demand is unheard of! I am not impressed by their shouts for war.*)

Report by Count Metternich, German Ambassador, to his government, of a meeting with Sir Edward Grey, British Foreign Secretary, and David Lloyd George, British Chancellor of the Exchequer, July 1908. The Kaiser's notes are in italics.

Source B

Maintaining superiority at sea is essential to the security of the British Empire. The development of the German fleet during the last fifteen years is the most striking feature of the naval situation today.

The naval expansion of Germany has not been provoked by British naval increases. The German Government have repeatedly declared that their naval policy has not been influenced by British action, and the following figures speak for themselves:

- In 1905 Great Britain was building 4 large warships, and Germany 2.
- In 1906 Great Britain reduced to 3 large warships, and Germany increased to 3.
- In 1907 Great Britain built 3 large warships and Germany built 3.
- In 1908 Great Britain further reduced to 2 large warships, and Germany further increased to 4.

It was not until the efforts of Great Britain to reduce the naval rivalry had failed for three successive years that the Admiralty was forced in 1909, after reviewing the naval situation, to ask Parliament to take exceptional measures to ensure the safety of the Empire against all possible hazards.

Memorandum from the British government to the Canadian government, October 1912.

Source C

Our fleet provided security for Germany's flourishing political and economical expansion. By creating a fleet we strengthened our claim to sea-power, without which the German Empire must wither away. But we remained a thorn in the side of the British, and their ill-will was the constant accompaniment of our growth. Britain was never willing to grant the freedom of the seas, even if it had to come to a world war.

We never wished to replace British world power. Our aims were limited to a small number of ships, which nowhere approached the British total. Nevertheless Britain considered herself threatened and saw in us a rival who must at any cost be destroyed.

It is not disputed that through our fleet construction there was more tension in our relations with Britain than would have resulted from peaceful competition alone. However, it is not a fair judgement if the disaster of the world war is simply blamed on the building of the German fleet.

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

Source D

I often spoke with Bismarck about the colonial question and always found that he intended to use the colonies only for trade or as objects to exchange land in treaties, and not to make any other use of them for Germany. I called his attention to the fact that colonies relied on protection from a navy. For this reason, I pointed out that steps must be taken for getting a fleet constructed in time, in order that German assets in foreign lands should be protected. Bismarck had planted colonies in foreign parts, and there must also be a navy behind them.

But he turned a deaf ear to my statements and made use of his pet motto. 'If the English should land on our soil, I shall have them arrested.' His idea was that our army at home would defend the colonies.

William II, The Kaiser's Memoirs, published 1922.

Now answer the following question.

'Germany was more responsible than Britain for the naval race before the First World War.' Use Sources A-D to show how far the evidence confirms this statement.

SECTION B

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

- 2 From 1789 to 1799, who posed the more dangerous threats to the French Revolution: its internal or its external enemies?
- 3 How far had European countries developed industrial societies and economies by the middle of the nineteenth century? (You should refer to developments in **at least two** of Britain, France and Germany in your answer.)
- 4 'Bismarck's foreign policy was more successful before the unification of Germany in 1871 than afterwards.' How far do you agree with this judgement?
- 5 'Imperialism resulted in more problems than benefits.' Assess this judgement on the effects of imperialism on Europe in the later nineteenth century.
- 6 How stable was the tsarist regime in Russia on the eve of the First World War in 1914?
- 7 Why, by 1939, had Stalin been able to impose totalitarian rule on the Soviet Union?
- 8 How different were the causes of the 1789 Revolution in France and the 1848 Revolutions in Italy?

Copyright Acknowledgements:

Source A © D. Lloyd George; *War Memoirs*, vol. 1; Odhams Press; 1938.
Source C <http://www.richthofen.com/scheers/scheer00.htm> © War Times Journal.

Permission to reproduce items where third-party owned material protected by copyright is included has been sought and cleared where possible. Every reasonable effort has been made by the publisher (UCLES) to trace copyright holders, but if any items requiring clearance have unwittingly been included, the publisher will be pleased to make amends at the earliest possible opportunity.

University of Cambridge International Examinations is part of the University of Cambridge Local Examinations Syndicate (UCLES), which is itself a department of the University of Cambridge.