Michael ANDREWS

Exercise book - 1952-1953
Tunstall's School,
Southampton
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Person</th>
<th>Person</th>
<th>Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>1453</td>
<td>Henry VII</td>
<td>Wolsey</td>
<td>Sir Thomas More</td>
<td>Thomas Cromwell</td>
</tr>
</tbody>
</table>

**Art and Culture and Famous Men**

- **John Knox, Scottish Reformer**
  - Born: played a notable part under Edward VI, then Edward VII, then Edward VIII.
- **Sir Francis Drake, the great English seaman**
  - Born near Plymouth, Devon.
  - Amongst other things, he was the first to sail round the world and was the known against King Henry VIII.
Edward VI

Mary I

Elizabeth

William Cecil, Lord Burghley

Mary married Philip II, King of Spain, to unite England with Spain. A Catholic monarch, she persecuted the Protestant religion and many were executed. She was succeeded by Edward VI, who was a young boy. Mary was a narrow-minded Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church.

Elizabeth

William Cecil, Lord Burghley

Mary, Queen of Scots, was the last Protestant. She was executed by order of Queen Elizabeth. The Spanish Armada was defeated by the English. Elizabeth was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy. Elizabeth was a great queen and a statesman, and she was the last Protestant. She persecuted the Protestants and put many of them to death. She was succeeded by Mary, who was a Catholic and endeavored to put back England into the Roman Catholic Church. She was succeeded by Edward VI, who was only a boy.
The Gunpowder Plot:

1/6 The Captain of the Halberdiers,

The Tower of London,

London.

Dear Brother John,

Nov 6th 1605.

I thought perhaps that perhaps you
would be interested in an extraordinary treason plot
that was discovered last night. I was just about to
take a walk last evening when I and about nine others
were told to report to the Houses of Parliament.

When we arrived there we were told that we had
to search the cellars under the Houses. Later found nothing
except a man who called himself Johnson in a cellar where
he said he was retiring

That evening, however, we made another search and this
time found Johnson's boots and sores. We thought that
it looked suspicious and so we searched him and found
a ladder box and a small quantity of gunpowder.

Suddenly I had an idea. Under the word! I cried.

We pulled away the wood and there to our horror we found
no less than thirty-six barrels of gunpowder.

Johnson was arrested at once and taken to be questioned.

I heard today that his real name is Guy Fawkes and that

He has been tortured on the rack to tell the names of the
other conspirators. They have been found out from other sources,
though, and the names of the leaders are Robert Catesby, Thomas
Percy, the Brothers Winter and the Brothers Wright.

Here is how the story began. As you may know, dear
brother, the Catholics have been very displeased with His
Majesty King James. When he first came to the throne two
years ago he promised to abolish the fines against them and
to give them better treatment. He broke his promise, however,
and even increased the fines.

And so a party of Catholic gentlemen, some of whom I
have already mentioned, decided to furbish up the King which he
was opening Parliament, while a Catholic rising and a Spanish
invasion were to follow. Catesby's daughter was to be proclaimed
Queen and all the conspirators were to meet at a rendezvous
in Woodstock, excepting Guy Fawkes who was to sail to Holland.

At first a house in Lambeth was hired, the plan being
to tunnel through its wall to the Houses of Parliament.
Provisions were laid in and digging commenced but they
found digging that it was hard work as the wall was
nine feet thick.

Then came a stroke of luck. Percy found out that a man
was moving from a house which had its cellar directly under
the House of Lords. He hired it and he and the others filled the cellar with gunpowder and their picots and covered it with wood.

All went well until one of the conspirators wrote a letter urging him to buy the House to his cousin, Lord Montague, who showed it to the King. The King's father had been killed by gunpowder and so his suspicious mind soon read the secret and he ordered the cellar to be searched.

Well, you know the rest of the story. Please give my regards to your dear wife.

Your Brother,

Richard.

P.S. My friend Robert has just told me that that blackguard Sacheverell has just been hanged, drawn and quartered.

The Pilgrim Fathers

The Pilgrim Fathers were a group of Puritans, some of whom came from England and others who came from a ship founded by John Robinson at Leyden, in Holland.

They first set sail from Southampton, but had to call at Dartmouth because of damage to one of their ships, the "Speedwell." They waited on but returned to Plymouth where they left the "Speedwell." The 78 men and 24 women finally left in the "Mayflower" on September 6th, 1620.

On December 21st, 1620 they were forced to land, by storm of weather, at Cape Cod in Massachusetts, far south of the territory which had been granted to them in New Jersey.

Here they founded Plymouth Colony.

The Pilgrim Fathers went to America so that they might practice their religion how they pleased, without laws against it, and to have a home where their own religion would be the established one.
Arguments in the quarrel between King & Great Parliament.

For Charles I.  Against Ch. I.

1) Character -
   a) Fleet. Good family name.
   b) Out of love for country? - was his opinions right?
1655 - 1660

9.1. What was a) Pride’s purge.
   b) The Rump and the Roundheads parliament.
   c) The name of the Republic under Cromwell.

9.2. Explain what the Navigation Act was and why it was passed.

9.3. What wars were fought in Cromwell’s reign?

9.4. Describe Blake’s character and achievements.

9.5. Why did the English people welcome Charles I as king?

A 1. a) Pride was a General in the New Model Army. He and his friends turned out of Parliament all those of whom they did not approve.

   b) The Rump Parliament was formed by the remaining members of Parliament after Pride’s purge. It was so called because it was the “full end of the Long Parliament.”

   c) The Commonwealth.

A 2. The Navigation Act was passed by the Rump Parliament in 1651. It ordered that all goods, grain, and cotton must be shipped in English ships or in ships where the goods were made. The Navigation Act was passed to hit the Dutch trade very hard and to act as an encouragement to English commerce.

A 3. Cromwell first fought in his reign in Ireland, where he fought two clergymen, Drake and Ladbroke, his sons-in-law chasing the rest of the island. Cromwell fought alongside the Scots (1650 and 1651) who were supporting the son of Charles I. He fought them at Dunbar and Worcester, both battles being fought on September 3rd.

   The first Dutch War broke out in spring, 1652, as a consequence of trade rivalry, the recently passed Navigation Act, the English interference on the right of search etc. It was notable chiefly for the exploits of individual commanders like Blake and Lundy.

   The Dutch suffered severely from the effects of blockade, but the war raised little popularity in England except in the fleet and mercantile circles, and peace was concluded in April 1654.

A 4. Robert Blake was born at Bridgewater, Somerset, in August, 1625. From 1660 to 1665 he was Master of Parliament for Bridgewater.

   He commanded troops in the parliamentary armies, distinguishing himself by the capture and defence of Gravesend, 1644-45, which he held for nearly a year.

   In 1664 Blake was given command of one of the fleets of the Commonwealth. A separate fleet had been organized by Prince Rupert. Blake drove him into the Mediterranean and destroyed many of his ships. He commanded the fleet in the Dutch war and proved himself more than a match for the great Dutch admiral, De Witt, De Ruyter and Van Tromp.
In 1655, commanding a squadron in the Mediterranean, he annihilated a Spanish fleet at Porto Torres, Sardinia.

He achieved his most brilliant feat in 1657, completely destroying a Spanish squadron in the port of Lowestoft. He died four months later, August 1, 1657, as his ship was entering Plymouth Sound on the return voyage. His body was buried in Westminster Abbey, whence it was exhumed at the Revolution.

Her readers have deserved better of their country than Blake, and he was a great patriot, had perfect simplicity, absolute contempt of private gain, humane care for his comrades in battle, generosity, freedom from ambition. He sacrificed his domestic happiness, which was very dear to him, in the effort of public service.

The Commonwealth also waged war with Spain. Cromwell attempted in a friendly way to secure for Englishmen the right to trade with the Spanish colonies, when this was refused he went to war. She failed to take Marigot but captured Jamaica. As related before Blake had a great victory when he destroyed the Spanish fleet at Sunda Cartagena de Schonffen, in the Canary Islands. The New Model Army also did well in the Spanish Netherlands and took Dunkirk.

They people became tired of the Commonwealth Parliaments. They did not like the Puritans’ idea of closing theatres and stopping bear-baiting. Because of this interference with their
daily life and habits they hated the Puritans as much as they had hated Laud and his clergy before. Another unpopular thing was Cromwell’s experiment of dividing England into dean districts and placing each under a major general, who was to enforce order and to watch over the people’s representatives.

On the other hand, Charles II was an easy-going ruler and in religion he was very tolerant. He restored Church lands and the estates of Popish tenants by the Roundheads except in Ireland. The Act of the Long Parliament up to the summer of 1641 were confirmed; that is to say, the much hated special courts, like the Star Chamber, were abolished for ever, and taxes could no longer be imposed except by acts of Parliament.
What was the Restoration Settlement and why was it unpopular with many people?

The Restoration Settlement was made by Charles II and he was guided by Lord Clarendon. Crown, church and Royalists’ lands which had been taken by the Roundheads were restored, except in Ireland. Only part of the New Model Army was retained and the Acts of the Long Parliament up to the summer of 1649 were confirmed, meaning that the much hated special courts known as the Star Chamber were abolished and that taxes could no longer be imposed except by or vote of Parliament. The restoration of land was quite fair except that if a person’s land had been sold by the Commonwealth the unlucky owner received no compensation.

The Parliament passed the Act of Uniformity in 1662 to force the Puritans either to leave or to conform to the Church. The Common Prayer Book was recognized and the 39 articles were to be the rule of faith, every minister having to use and abide by them or to vacate his benefice. Most of them conformed.
Famous men in Charles II reign.

Sir Christopher Wren, was born 1632. He was a great architect and mathematician. His first designs were for Pembroke College (1663) and the Sheldonian Theatre, Oxford (1664). He was appointed Surveyor-General by Charles II in 1660, a post which he held concurrently with that of Professor of Astronomy at Oxford. After the Great Fire of London (1676), he rebuilt St. Paul's and 51 other churches in London. He made a great plan for the rebuilding of London, which would have solved the terrible problems of repopulation. But it was rejected. Wren died 1723, was buried in St. Paul's. He was a poet, and his epitaph in St. Paul's reads, 'Si monumentum requiris circumspice.' (If you seek a memorial, look around you.)

John Milton. Born in London in 1608, he was a poet from the age of 10. When civil war broke out he wrote on behalf of the cause of Parliament. In the time of the Commonwealth he was Latin Secretary to Cromwell. In 1652 he became completely totally blind.
The Great Fire of 1666.

Excerpts from the diary of a certain William Cotton, cloth merchant, of Zee Street, London, 1666.

September 2nd, The Lord's day.

Did leave my ship the "Dolphin" about 1 o'clock and set out for home. When walking through Pudding Lane I saw a wave of crimson smoke curling from the shop of Master Turner, the King's Baker and a right good man. I heard a cry from above me and perceived Master Turner struggling along the roof. I helped him, his husband, daughter and servants to safety and bought the mattress, a costly item, to follow. But she was weak of heart and was paralysed in the flames, which had spread all over the house by now.

The houses in Pudding Lane, one of the remotest and oldest in the city, had projecting attics, and their woodwork was coated with pitch. The fire spread so fast, carried by a thousand demons and seen Pudding Lane was so near to Hall, so could be People ran with almost speed trying to save children and animals and furniture. I helped John Fulliston to drag his belongings to Sir Mary Hill a distance of about 300 yards which took us no less than a quarter of an hour.

Here we stopped and saw London and the blazing inferno. Shop and church, house and fields fell before the fire. No buildings were blown up to stop it but to examine the scope of water which men did throw upon the fire did no good.

By eight o'clock the fire had reached the Bridge. John and I report the rest of that accursed day helping others to escape. All the men the shouts were heard "It's the Dutch!" "Hey! they're "French!" and "Get the papers."

And so home at about eight o'clock, finding my dear wife waiting anxiously for me.

September 3rd, Monday.

To my ship, for I had heard tell that the fire had spread along some of the wharves and landing stages. Did cast off into mid-stream, having called up a crew from an old house. Have the wind blow under and fire boats and as we walked downstream a little.

I appointed a good man, who claimed to have served under Blake as captain and then went home, against the city walls, where I remained for the remainder of the day making ready lest we should have cause to move. Had cold beef for supper, mighty fine.

September 4th, Tuesday.

Removed with my wife and family to the "Dolphin" before noon on finding that the fire re still spreading. Changed some Paul's cathedral and Guildhall were destroyed. Portioned in the above in the evening and found that there had been much.
The Whigs and Tories, 1688-1750

The Whigs party was the party which had the "upper hand" throughout most of the period with which I am dealing. It was the Whigs in 1688, after James II had been driven out, who were largely responsible for putting William and Mary on the throne. In 1701, it became clear that Queen Anne would have no direct heir and Parliament decided that the crown was to go to a Protestant branch of the Royal family, the House of Hanover. However, if the Stuart "Intender" had survived, the Church of England would have been safe under him. He probably would have recovered the throne when Anne died, for the nation did not like the idea of having a German King. But he would not do so and so the Whigs proclaimed King George I. Then the Revolution Settlement of 1688 was confirmed and strengthened by the Hanoverian Succession in 1714.

The Whigs wanted to keep their power and so they tried to keep the Hanoverians on the throne. For they knew that if the Tories ruled the country, would come into power. In 1720, the Whigs found a great leader in Robert Walpole, who became Prime Minister after his masterful handling of the South Sea Bubble affair. Walpole's policy was to keep England at peace and to keep the taxes down, as making England prosperous. He kept in power by seeing that only his supporters held key positions in the Church, the bureaucracy, and the law. If a person was against Walpole, he would make no advancement. When George II came to the throne it seemed that Walpole might have to retire but George II found...
Explain why the Open Fields and wastes of England were fenced in increasing numbers at the end of the 16th century.

Up to the time of the 16th century most of the land in the triangle with its vertices at Lyme Regis, Sandurough and Hound's Ley was under the Open field system, a remnant of Saxon England. The Open field system was very wasteful. Each year one field lay fallow and thus produced no crops. The other two fields were divided into strips which had to face poorer joining them. The strip land was worked that way. The poorer agricultural workers used very simple methods. Each man ploughing his own 20 strips of land and scattering his seeds on corn in any haphazard sort of way. The cattle were very poor in the peasants' year four out of five years they had to be killed in the winter or else they would die. There was no way to improve as well.

In the 16th century the population of England began to rise due to better medical conditions and a naturally more food was needed. The price of food soared and so the landlords wished to make as much use of their land as they could. They found their answer in the Enclosure. The land had been enclosed in a small way for cheap in the 14th century but not so it reached to peak from 1500 and 1800s.

When the enclosure was carried out by holders who collected the strips into one unit by agreement, the development was beneficent and thus was not disheartened. But the enclosure of common lands and the eviction of peasants with no understanding or no compensation for the ruin of people was bad. Several acts of Parliament dealing with enclosures were passed, most of them provided by landlords to regulate...
The Increase of Enclosure Acts

After 1810 the number of enclosure acts increased very rapidly especially between the years 1793 - 1815 when wet conditions caused bad crops of corn.

Enclosure meant cutting up the open fields, inclosing and often the commons into compact holdings with fences or hedges.

The Village of Brudstead

The improvement in pastures and the use of turnips for winter feeding brought about a remarkable increase in the weight of animals. The average weight of cattle rose from about 350 lbs at the start of the 19th century to about 550 lbs at the end of the 19th century.

The improvement in feeding was accompanied by an improvement by sanitation and breeding. Robert Bakewell produced the famous Lincoln red stock of sheep and Charles Bampfylde was credited with the famous Durham cattle.

I should perhaps explain that enclosure was more called because the land was enclosed or fixed off after the corn crop so that the next crop could grow without interference from animals.
The Transport Revolution (Doncaster) 24th October 1957

From the time that the Romans left Britain at the start of the fifth century to the Industrial Revolution in 1745 little was done to improve or keep up the condition of the roads. Each person in the country was supposed to work 6 days a year on the roads in his or her parish, but the poor people took their duty lightly. Transport was done mostly by pack-horse because the roads were too bad for coaches.

In 1745, due to the 1745 rebellion and measures in India, there making good roads necessary.

The Canal builders of Post-Talon Britain 11th October 1957

When Abraham Darby needed coke instead of charcoal in his blast furnaces at the Coalbrookdale Ironworks, Shropshire, in 1759, a change came over the transport as well as the iron industry for a means of transport had to be found in which bulk goods could be moved at a reasonable cost. The answer, for the time being, was the railway carriages on the canals.

The first canal was built by James Brindley for the Duke of Bridgewater after heated opposition from the coalowners monopoly.

The canal was known as the Bridgewater Canal, was started in 1759 and opened in 1761 and ran from the Duke's collieries in Worsley to Manchester, including the aqueduct which still carries the water over the street.

Brindley was a remarkable man. He also extended the Bridgewater canal (which linked Runcorn and Liverpool) to the Mersey and, Great and Severn canals were also his work. He avoided using locks and did most of the calculations mentally, as he dealt with difficulty. Brindley patented an improved steam engine in 1758 as well.
A lock is a device by which a large can be raised from one level of water to another. Thomas Telford was one of the great engineers who worked towards the better design. He was known for the construction of building many roads in Britain, including the Caerphilly, Chepstow, and Holyhead - Shrewsbury roads.

The Mersey and Severn Bridges and the only two government-sponsored canals, the Caldonian canal, and the Ryde canal.

A lock works.

The canals served their purpose well. They carried the raw materials such as iron and coal to the industrial centres and took the finished products to the ports for export and distribution. Then, in about 1850, the railways, a more economic form of transport, started to spread. As the canals had reached the peak, new and most recognition companies took the railways to create the canals, which fell into their private form of decay.

Cross section of canal tunnel.

Boat entrance level.

Beams on sides of gate are used for rotation.

Boat entrance level.

Beams on sides of gate are used for rotation.

N.B. Both & Bracknell no locks on Redruth.

20/20

100/100
The History of Railways

Before the coming of steam locomotion...

The first railways appeared in Germany about 1820 and then spread to use in English mines and factories. They provided a cheaper and more efficient mode of transport than an ordinary cart on an unpaved road. The first trains were propelled by men but later horses were used. By the end of the nineteenth century many such railways were common in Britain. The Derbyshire Ironworks at Chesterfield, for example, had about forty nine miles of railways all of which were horse-drawn. The early railways also were used to move coal and coke to make blending and smelting easier.

The Great Eastern Canal still had railways in use in 1911 which were built in 1776.

The railways were at first built supposed to be like the roads in that anybody could use them. The first such railway was built in 1821 and ran from Fawley to Croydon but it was only for horse-drawn vehicles.

The first rails were only wooden oars but as the traffic became greater flat iron plates were fitted to the rails of those in service. The heavy iron and hard and cast of replacement were common in Cumberland in 1788. They were cast in 1 shape and had an upright portion 2 3 inches high on one side of each rail preventing the wheels of the track from leaving the track.

In 1825 William Jessop built a track of thin iron rails with the flanges on the outside of the wagon.

1. Why the railways did not spread at first.
A. Many people thought that engines which ran on smooth roads would be able to pull heavy trains and that the only answer was an engine except on Blenkinsop s (1825) the first engine to be used commercially which had caps on its wheels which fitted into caps on a rail.

2. In competition with the steam railway there was the atmospheric which was put into practice in South Devon but failed because rain escaped into the vacuum pipe.

SIDE VIEW OF VACUUM PIPE
and that the farmers would scorch the cattle so much that the milk yield would decrease. Parliament encouraged small and rural companies rather than a wide-ranging, comprehensive railway on a national basis, for it feared monopolies.

d. The Penns were, in general, very hostile to the railways. It was soothing to anybody who travelled in such a dangerous machine at such a rate (about 20 m.p.h.) to know that somebody was in greater danger, provided great discomfort for all except a few railway workers and finally stated that if the locomotives did not do their work, they would be too heavy to move.

3. Early locomotives and railways

Although proposals for steam carriages go back to the late 17th century, the first one to achieve even limited practical success appears to have been that of Auguste, a Frenchman, in 1710. It had three wheels, the front one of which was driven by two cylinders, and a maximum speed of 2.5 m.p.h., but stopped every 30 yards or so to get up more steam. Its dome was sealed when it mentioned in a Paris street and its backside mortar was arrested.

William Murdoch, the inventor of gas lighting, made a highly successful model in 1784, but the real pioneer was Richard Trevithick, who worked on the problem from about 1790. He produced several moderately successful road carriages and then conceived the idea of applying his new method of haulage to the railway. In 1803 he built a locomotive for the smelting works at Cholmley and in 1804 another for the Pen-y-Darren ironworks, which pulled 10 tons of coke and 70 passengers at 5 m.p.h.

Other locomotive engineers followed. In 1807 William Hedley built the famous "Puffing Billy," which proved that steam traction was not only possible, but also a commercial proposition. It was the first to run on smooth rails and was still in use in 1865, a remarkable instance of the excellence of British engineering, for nearly the whole of the job was carried out with hand-operated tools.

George Stephenson was the greatest of the early railway engine builders and he made locomotives to serve railways, as well as other forms of transport. He made his first locomotive for a colli-
The completion was very grand. Stephenson, with his “Rocket”, which, on the second day of the trial, pulled 30 passengers at 20 m.p.h.

On September 15th, 1825, the railway was opened by the Duke of Wellington. The Prime Minister, a wonderful procession of 9 locomotives, all built by Stephenson and very powerful, delighted the enthusiastic crowd.

The railway, established on the principle of direct transport for nearly a century, although in operation and high price, died the railway companies had to pay for land. The railway companies at one time paid one or more per mile on those of any other country by 1827, only 4/10d. had been paid in Britain.

4. The Railway Mania.

Between 1822-24, wild speculation took place in railway shares and was known as the “Railway Mania.” The immediate success of the first railways induced financiers to project lines even where there was no economic justification, and shares in the companies they floated were eagerly bought by all classes. Hundreds of bogus schemes were formed, and shares, which were bought up by company promoters and their allies offered to an easily imposed public. With the high price offered for railway holdings at any rate description, the shares of honest companies were fantastically inflated. Towards the end of 1827, the boom collapsed.

A permanent result of the railway mania was that their popular scheme, that popular schemes were carried by lines which otherwise might not have come into
It was a severe argument that nobody had the foresight to see that
balance of other companies might be required to run over the broad gauge
tracks. In the same year other railways brought branch to the same towns
that were served by the Great Western and as passengers had to
change trains if they wished to continue their journey on a different system.

Bradley, however, continued to build broad gauge tracks and at least
the public demanded a settlement of the problem and a Royal Commission
was appointed in full to investigate the question. Its report recommended the
use of the narrow gauge because it would be far easier to convert 300 miles
of broad gauge track than 300 miles of broad gauge lines or 300 miles
of narrow gauge.

For sometime the Great Western maintained its policy but when
Parliament passed the Gauge Act, joining the standard gauge at Liff. 1832
it turned for Oxford to Birmingham branched into various towns by adding
a third track of the standard gauge. Other portions were gradually converted
until the whole was completed in 1847.

The Railway Act, 1825

During the First Great War and after it until August 1914, the Great Britain
British railway were under government control. Freight revenue increased
because the

Traffic was very heavy and large successive increases were made in passenger fares

Although Stephenson built his railways to a uniform gauge of
9ft. 8½ ins., the gauge used on the old horse tramways. It was not
this compulsory for other undertakings to adopt the same width
between the rails. It was only after a prolonged fight, sometimes called
the "Battle of the Gauge", that the standard gauge of 7ft. 5ins
was made compulsory by Act of Parliament.

Some engineers advocated a broader gauge: T. V. E. Boileau, who was
appointed Engineer in the C.W.R. in 1833, built the London & Bistol Railway
using a 7ft gauge. It was argued that such a gauge would be safer,
it would take broader tracks and therefore more goods and higher speed
speeds could be reached.

It was a severe argument that nobody had the foresight to see that
balance of other companies might be required to run over the broad gauge
tracks. In the same year other railways brought branch to the same towns
that were served by the Great Western and as passengers had to
change trains if they wished to continue their journey on a different system.

Bradley, however, continued to build broad gauge tracks and at least
the public demanded a settlement of the problem and a Royal Commission
was appointed in full to investigate the question. Its report recommended the
use of the narrow gauge because it would be far easier to convert 300 miles
of broad gauge track than 300 miles of broad gauge lines or 300 miles
of narrow gauge.

For sometime the Great Western maintained its policy but when
Parliament passed the Gauge Act, joining the standard gauge at Liff. 1832
it turned for Oxford to Birmingham branched into various towns by adding
a third track of the standard gauge. Other portions were gradually converted
until the whole was completed in 1847.

The Railway Act, 1825

During the First Great War and after it until August 1914, the Great Britain
British railway were under government control. Freight revenue increased
because the

Traffic was very heavy and large successive increases were made in passenger fares

Although Stephenson built his railways to a uniform gauge of
9ft. 8½ ins., the gauge used on the old horse tramways. It was not
this compulsory for other undertakings to adopt the same width
between the rails. It was only after a prolonged fight, sometimes called
the "Battle of the Gauge", that the standard gauge of 7ft. 5ins
was made compulsory by Act of Parliament.

Some engineers advocated a broader gauge: T. V. E. Boileau, who was
appointed Engineer in the C.W.R. in 1833, built the London & Bistol Railway
using a 7ft gauge. It was argued that such a gauge would be safer,
it would take broader tracks and therefore more goods and higher speed
speeds could be reached.

It was a severe argument that nobody had the foresight to see that
balance of other companies might be required to run over the broad gauge
tracks. In the same year other railways brought branch to the same towns
that were served by the Great Western and as passengers had to
change trains if they wished to continue their journey on a different system.

Bradley, however, continued to build broad gauge tracks and at least
the public demanded a settlement of the problem and a Royal Commission
was appointed in full to investigate the question. Its report recommended the
use of the narrow gauge because it would be far easier to convert 300 miles
of broad gauge track than 300 miles of broad gauge lines or 300 miles
of narrow gauge.

For sometime the Great Western maintained its policy but when
Parliament passed the Gauge Act, joining the standard gauge at Liff. 1832
it turned for Oxford to Birmingham branched into various towns by adding
a third track of the standard gauge. Other portions were gradually converted
until the whole was completed in 1847.

The Railway Act, 1825

During the First Great War and after it until August 1914, the Great Britain
British railway were under government control. Freight revenue increased
because the

Traffic was very heavy and large successive increases were made in passenger fares
and goods rates. Nothing unusual, however, increased still more during coming to the payment of higher wages to the employees and the institution of a 2-flour day. In 1913, while the gross revenue was double what it was in 1913, the expenditure had increased over three times, twice the total rate except of the controlled companies from all sources had fallen from £18,600,000 in 1913 to £8,700,000 in 1919 and to less than £4,000,000 in 1920. The pre-war revenue sufficient to pay an average of about 2½% on the whole capital increased, but of 1910 was less than half required to meet the fixed interest on the debenture and mortgage stock.

With the object of ensuring the financial stability of the railways, and putting them again on a dividend-paying basis, the reorganisation of transport was performed by an Act passed on August 15th, 1921. One result of the Act was the railway's Act which became law in August, 1923, and was directed chiefly towards (a) reduction of expenditure by economy in management and administration and by the elimination of the few lines attributed to wasteful competition between the different companies and (b) increase of revenue through higher charges, the latter necessary to bring the railway to the same position of self-supporting commercial undertakings.

The Act grouped all the companies into groups, named the Southern, Great Western, London, Midland and Scottish, and London and North Western.

2. Public Ownership.

Under the Transport Act, 1911, railway transport, so other than passenger and post facilities passed into public ownership. On January 1st, 1919, all main line railways and most of the small lines, as well as the London Passenger Transport Board, passed under control of the British Transport Commission. British Transport stock to the £1 value of about £1,000,000,000 was issued in compensation to railway and canal shareholders. In place of the four main line railway company negotiations, the railways were divided into 9 regions: Scottish, North Eastern, London Midland, Western, and Southern.

![British Railways Regions](image)

- **KEY:**
  - E = England, E. R. = Eastern
  - W = Wales, N. = North
  - S. = South
  - W. = Western
  - S. = Scottish
  - L. = London

9. A Year Summary

- Length of track in Great Britain is 19,800 miles. Approximately 1,250,000,000 passengers given the importance of various and numerous (more than half) on one car. Total railway other than passenger.
- 3,773,000,000 miles and these are in use about 26,000 locomotives, 4,600 carriages, and 1,300,000 wagons. Total staff of 355,000 men and women.
Electric Railways

The first railway to be electrified was the City and South London Railway, which, in 1890, started in the area between Chelsea Bridge and Westminster. Two years later the first Underground Railway was built as an electric railway for rapid transport and could not be used because of the danger of sparking in the tunnels.

Many railways near were being electrified, mostly in the London and Southern Railway and Midland areas. They included the Liverpool to Manchester Line (1903), Manchester to Liverpool undersea Line (1905), Cheltenham to the West of England (1909), and Harwich - Dover - London - Manchester (1909). In 1900 the first Central London Railway was opened between Shepherd's Bush and the City. The London, Brighton and South Coast company was the first of the large companies to use electricity and made a large step by using the overhead system which has since been adopted in this rail. Other companies who used electricity were the London and North Western Railway, who, because of heavy traffic, adopted a long-term policy without electric trains along the entire route, and the London, South Western.

The South Eastern and Chatham railways found it necessary, in 1920, to form an independent company construction which had about 100 miles of track.

In 1931 the War Committee published its report and was unanimous in favour of complete line electrification. It was found that under conditions of railway working in Great Britain, electrification would reduce the cost of operating the railway system, and, therefore, increase the efficiency and utilization of the coal resources of the nation; it would reduce the average speed of trains, thereby increasing the speed of travel, by reducing the use of electricity, it would reduce the cost of electricity, and finally, the abandonment of an electrified system would have a great effect on the health of the railway population.

In 1922 London was linked to Brighton, Waltham, Portsmouth and Southsea, and Reading and Southampton by electric traction, and in the same year the Manchester, South Junction and Altrichan Railway was partly opened by the L.M.S. and L.N.E.R., was electrified.

The electrification scheme in still in course of construction on the Sheffield to Manchester line of the Eastern and South Eastern Regions. The scheme covers some 200 miles, five miles of which are already completed, all passenger, goods, and express traffic will be worked by electric traction.
Two Tank Engines

A small saddle-tanks. No. 1321 of the Western Region, withdrawn recently. It was built in 1877 for the Whitchurch and Cardiff Railway. It is shown at Paddington Station in 1949. Photograph by F. W. Hudson.

Two Between the Wars Locos

The drawing "White Rose" near Havant in charge of 4-6-0 No. 60235, now named "Hellespont." Photograph by F. W. Hudson, London.

"Monument Mugs" are smoothing their tops below

Jack engines carry their coal and water supplies on their frames and are thus self-contained units. They are used for branch line passenger, goods, and shunting.


(Similar to the "Queen Adelaide" and the "Fawley" (1936) which held the world's normal speed record of 114 mph R.P.A. 1926)
**Railway Coaches**

1. **First Railway Coaches**

   The first railway coaches had no windows and the practice of using thick glass panes came later. Steel windows were common in the 1840s and were later in some coaches. The first railway coaches were simple and practical. 

   - **First Class Coach, 1840.**
   - **First Restaurant Coach, 1849.**
   - **Out-River Section of a Southern Section Double-Decker Coach, 1910.**
   - **Train to Ballarat on Corunna, 1826.**
   - **Third Class Coach, 1850.**

2. **Railway Coaches**

   - **Railway Coach.**
   - **First Dining Carriage.**
   - **First Class Carriage.**
   - **First Second Class Carriage.**
   - **First Third Class Carriage.**

---

*Note: The text appears to be a combination of handwritten notes and diagrams, discussing the evolution of railway coaches and their features. The content includes historical notes on the introduction of windows and dining facilities.*
Sailing Ships

In 1765 ships were still in the line of development from the ships of India. Their tonnage now was of about 200 to 400 burthen. The East India ships especially for the trade ranged from 400 to 1,000 tons except on occasion when the East India Company was forced to build larger ships. The company also had to resort to iron vessels, with unexpected success, when there was a scarcity of naturally hard timber. About 1710 copper was first used in vessels' bottoms, and thus frequent carronades could be avoided.

With the discovery of gold in California in 1849 and the Australian gold rush a year later, the clipper ships, which had been simply developing slowly in the Western States of America, suddenly got an opportunity. These clipper ships were first built to carry the gold nuggets. They were made of light wood and hence cheaper, lighter at sea, and were given a new lease as long as their beam. Their speed was much greater than that of the British ships. The end of the Navigation Acts opened the American market the opportunity of entering the British tea trade from China, but our British cruisers were not and would not forget the fact. The clipper ships, even smaller than the clipper ships, were permitted to produce better ships and American competition began to develop. The Civil War put an end to this rivalry for some years after the American ships had not ventured on that action turned its attention to internal reconstruction and expansion.

Many of the iron vessels were made to the early ships, for example the use of iron frames with either iron planking or iron plates. The iron hulls were made to comply with iron and steel, giving greater strength with less weight, but they were fighting a losing battle against the steamships. Their fate was finally sealed when in 1853 the steamer "Robert Davis" delivered one unmanaged cargo of tea, and before it was thought that the steamer would cause the loss, and in 1869 the great Congress was opened. It was nearly impossible to make a steamer stop through the fogs, and it was found that it was cheaper to take a steamer through it than to reach a clipper or send the cargo of goods. In 1850 the clipper ships ceased to be built and were transferred to the Australian trade, where they continued to race nearly until the end of the 19th century.
Steam Ships

The first ship powered by steam was the Cymric. John.. of the U.S.A., in 1841 designed a steam-boat called the Savannah

The first steamship to cross the Atlantic was the Cymric, which was built in 1842. It was 221 feet long and had a steam engine that could travel at a speed of 7.5 knots.

In 1849, the "Savannah" crossed the Atlantic in 34 days, setting a records for the time. This was a significant achievement, as previous ships had taken much longer to make the crossing.

In 1851, the "Great Eastern" was launched, and it was the largest ship ever built at the time. It was 660 feet long and could carry up to 2,000 passengers.

In 1859, the "Great Britain" was launched, and it was the first ship to be built with a screw propeller, which allowed it to travel faster than any previous ship. It was 514 feet long and could carry up to 500 passengers.

The "Great Britain" was the first ship to use coal as its fuel, and it was a significant step forward in the development of steam-powered ships. It was also the first ship to use a steam engine that could be reversed, allowing it to travel in both directions.

In 1869, the "Caledonia" was launched, and it was the first ship to use a screw propeller and a steam engine that could be reversed. It was 430 feet long and could carry up to 500 passengers.

In 1877, the "Great Eastern" was launched, and it was the first ship to use a screw propeller and a steam engine that could be reversed. It was 605 feet long and could carry up to 500 passengers.

In 1889, the "Caledonia" was launched, and it was the first ship to use a screw propeller and a steam engine that could be reversed. It was 430 feet long and could carry up to 500 passengers.
Although the first Atlantic crossing fulfilled many expectations in the public eye it was by no means the only route that merited attention. Trans-oceanic ships were new in the trade.

The “Great Western”, 1858, 11,000 tons, 458 feet long, 472 feet long, 410,000 lb. of coal, 1,200 passengers.

The “Princess”, 1877, 16,000 tons, 460 feet long, 400,000 lb. of coal, 1,200 passengers.

The “Turkana”, 1878.

The “Great Western” was really ahead of the times, but it did not have enough power for its great bulk.

The “Princess” was a typical steamer of the period, with two funnels and a large forecastle. It was built by the British Government, which ran a service from Bombay to Hong Kong. It was continued to Shanghai, and the rest of the journey was done in sailing ships.

Then the Great Western Line was the only one in the Atlantic, and its ships were built to carry passengers and mail. It was joined by the British and French lines, which built larger ships to carry more passengers and mail. The Great Western Line was also joined by the Italian and German lines, which built ships to carry more mail and passengers.

Competition between the various services had a big influence on the Atlantic trade. It was found that the fastest ships on the Atlantic service could arrive in an emergency with the mail, but not in time for the passengers. The Great Western Line, with its fast ships, was able to get the mail on time, but the passengers had to wait for the next ship.

The first ocean liner to leave a port by a fixed time was the Great Western Line, in 1877, which constructed the small steamer “Windermere” which reached a connection with the mail at that year.
Local leisure by reaching a speed of 26 knots, a factor faster than the traditional steamship. In the following years, the turbine was tried in various vessels by the Navy, with much success, so that by 1903, the Admiralty took the decision that turbines should be used exclusively in all the ships it built, on all types of warships. Meanwhile, the first merchant vessel was built with a turbine, in 1901, and ocean turbines were accepted on the first transatlantic ship. From 1904 Parsons developed the system of driving propellers through reduction gearing and thinking made possible the use of turbines in new cargo vessels.

Some companies decided that ships of large size and extreme comfort, with moderate speed, and better than the screw-propellers. The large distillation rooms were naturally more convenient in their design and control in their development. All types benefited by the discovery of the nature of the engine, either instead of the overcropping, counter, although it was not generally adopted until 1914.

The Diesel internal combustion engine was introduced for ocean-going cargo ships by Daimler and Hochtief-Buck in 1902, and provides for very many advantages for certain types and trades. It is an alternative to fuel, and avoids the problem of fuel storage, with oil, and under the boiler of coal and oil, a greater reducing to engine space required and the size of crew necessary and growing for better health.

During the First World War, the British and American governments built a very large number of cargo type ships which flooded the market when they were put on the stocks, but after the armistice, naval building was then limited for more years.

But the demand for tonnage and speed in passenger liners had not died, and the German, 'Bremen' and 'Europe', the Swedish, 'Saguenay', 'Prussia' and 'Goteborg', and other ships were built.
The "Queen Elizabeth" was completed during the Second Great War, equipped as a troopship before making her maiden voyage as a passenger liner in October 1920.

Between the wars, larger ships and more modern engines were required. In 1937, the British firm Cunard Line ordered the "Queen Mary". She was powered by six Diesel engines, gave excellent results. It was not until some years after the Second Great War that the improved hull line of ships quickly replaced their fuel oil.

After the Second Great War there was again the market on oversea of makeshift ships built by the British and U.S. governments, without thought being made for regular service, but all these were built. However, the use of these ships was found to be somewhat unsatisfactory, they were too expensive to run and too long to build. The great improvement of aviation, ships in their construction & running at sea led to their adoption for many parts of the ship and hence of plastics became general.
The Royal Mail Line was established in 1839 as the Royal Mail Steam Packet Company. Four years later it obtained the mail contract to the West Indies and a fortnightly service of public steamer was instituted from Liverpool. In 1851 the service was extended to South American ports. During the Crimean War the company's vessels were used as transports. Extensions were made to Australia, the German Islands, and America, and in 1861 the company purchased the Pacific Steam Navigation Co. Other lines were absorbed and now has a fleet operating to most parts of the world.

Early British Aircraft of World War II

There were several famous British fighters early in the second World War, perhaps the "Spitfire," the "Hurricane," the "Defiant," and the "Beaufighter.

The "Spitfire" was a single-seat day fighter and was directly descended from the seaplanes which won the Schneider Trophy Cup for the third time in succession in 1931, but some features of the hooked N1237 had been retained.

The "Spitfire" was designed by R.J. Mitchell, to engines by Rolls-Royce and it was produced by Supermarine. It was the plane which the Germans most feared, having a speed of about 350 m.p.h.

The "Hurricane" was also a single-seat day-fighter and was made by Vickers. Its speed was about 420 m.p.h., but had the same kind of "Spitfire" but it destroyed the greater number of battle aircraft.

The "Defiant" was primarily a night fighter and was about 300 m.p.h. in the wings but a short tail which it could not do. It was a single-seated aircraft, two seater aircraft, and had a speed slightly less than the "Hurricane.

The "Beaufighter" was a general two-engine aircraft and was made by Bristol. It had a crew of two, and its nose consisted of four cameras in the nose.
**Education**

The Central Board of Education was formed by the government of Queen Victoria to deal with matters affecting the education of the Empire. The Board was established under the administration of the Indian Education Act of 1854. It was responsible for the establishment of a system of education and the appointment of schoolmasters. The Board also dealt with the appointment of teachers and the provision of textbooks.

The Board of Education was made up of the Secretary of State for Education, the Chief Commissioner of Education, and the Under Secretary for Education. They were responsible for the administration of the Board and the implementation of its policies.

**Growth of State Education**

- The Provincial Education Act of 1854
- The Elementary Education Act of 1856
- The Compulsory Education Act of 1909

The Board of Education was responsible for the administration of schools and the provision of training for teachers. It also dealt with the appointment of schoolmasters and the provision of textbooks.

**System**

- The Board of Education was responsible for the administration of schools and the provision of training for teachers.
- The Provincial Education Act of 1854
- The Elementary Education Act of 1856
- The Compulsory Education Act of 1909

The Board of Education was responsible for the administration of schools and the provision of training for teachers. It also dealt with the appointment of schoolmasters and the provision of textbooks.
French and British in Canada, 1748 - 1756.

Write a letter from a young gentleman of Boston to a friend in Virginia describing the Boston Tea party and explaining why he thinks the British were the much...

Plymouth House,
Bram's Street,
Boston, Mass.
December 11th 1773.

Dear William,

I thought that perhaps you would be interested in an incident which happened here yesterday. As you know, at times feeling here have been high against the British. The Boston Tea Act, which ended in 1763, had left Great Britain with a load of debt. The landowners, who dominated Parliament, were natives under the heavy tax on land and

resisted that we, in the English colonies, should pay at least some of the cost of being overlorded in America. And so it was decided to raise revenue by the sale of stamps which could be necessary to validate certain business papers and which had to be affixed to all newspapers and pamphlets. As soon as the act came into operation, in the spring of 1765, it met severe opposition from all its colonists for, although we recognized Britain's right in granting our trade to a certain extent, we did not think that she had the right to tax us, especially as we were not represented in Parliament. And on their not great demonstration, the Inflamed crowds paraded the central streets of the city. Agitation was forced to resign his office, the hated stamps were burnt and the act nullified. Merchants formed a transportation association and boycotted American trade with Britain now at a standstill. In 1767 the act was repealed.

The sequel, however, was accompanied by a Declatory Act asserting the full authority of the British Parliament over the colonies. Theaenced English landlords continued to press for taxes from taxation. That same year, therefore, acting on this hint, a new chancellor of the exchequer, Charles Jardine, led the House of Commons in imposing a duty on tea, coffee, sugar, and tobacco. As soon as we again raised reluctant protests, although there were some disorderly demonstrations on the part of the people, it was unanimously resolved to use no English goods and to pay no duties in England until the act was repealed. And so women found substitutes for the article and used American paper, and became less impatient. In the city the enforcement of the regulations proved useless. When customs officials sought to collect duties they were not open and honest, roughly by the populace. For this, two agents were dismissed to protect the customs commissioners.

The presence of British troops in the city, nicknamed "Brandy Bunches" because of their red coats, incited trouble. One day in March 1770 a small band fight became a mob attack, the order was given to the soldiers to fire and then muskets were fired. The presence of British troops agitated the people...
material. Seeing no other way out Parliament decided to beat a strategic retreat and regarded all of its treasury officials except the "tea tax," which George II kept an eye on — to keep up the right.

Then followed a three-year period of rest. It was the calm before the storm, though. Samuel Adams, a Harvard grad, had meanwhile been organizing a movement throughout our country that would bring together all the anti-British and make them aware of their importance. Last night he received word of its first blow.

Three ships of the East India Company lay at anchor in Boston Harbor. Each was loaded with tea, which was to sell at $3 a pound, whereas in Britain it could have been sold at a discount. Adams speculated that it was a trick to collect taxes and saw he and about 50 friends (among them), disguised as Native Indians boarded the ships, ripped open the tea chests, and poured their contents into the sea. Our action, he said, would have all be anti-British in those colonies and if not that, we will be independent of the first English money-suppressors. Those not the goods to come here and they make money for themselves but not lightly in large amounts being on the best of men like you, and it.

Hope this letter finds you well,

Your old friend,

[Signature]

1. The initial strategy of the British:

- The Royal Navy sent a fleet from 3,000 to 5,000 men to capture the tea chests in Boston. The fleet arrived on the 17th of April, and the British tried to seize the tea chests. However, the Americans were not willing to part with the tea. They decided to destroy the tea and declared war.

2. The British burned his house. The British burned his house and destroyed the tea chests. However, the Americans were not willing to part with the tea. They decided to destroy the tea and declared war.

3. Britain lost command of the sea.

In 1776, the British declared war against Britain. The Americans were able to defend themselves, and the British lost control of the sea. The Americans were able to defend themselves, and the British lost control of the sea. The British were forced to retreat.

4. The arrival of Washington. When the British tried to capture the American forces in New York City, they were defeated. Washington, the hero of the revolution, led the Americans to victory and the British were forced to retreat.

5. The British lost control of the sea.

In 1776, the British declared war against Britain. The Americans were able to defend themselves, and the British lost control of the sea. The Americans were able to defend themselves, and the British lost control of the sea. The British were forced to retreat.
George Washington

George Washington was born on February 22, 1732, at Bridgetown Creek, in the Forest of Neck, in the Colony of Virginia. He was the son of Augustine Washington, a surveyor, and his wife, Mary Ball. Washington was educated at the College of William and Mary in Williamsburg, Virginia, where he studied law under Judge William Bull. He became a lawyer and was elected to the Virginia House of Burgesses in 1752.

In 1754, Washington was appointed chief of a Virginia expedition to the Ohio Country to negotiate with the Native Americans and to suppress Indian raids. This expedition, known as the Braddock Expedition, ended in failure when the French and their Native American allies defeated a British force led by Colonel Edward Braddock. Washington, who had been promoted to colonel, was wounded in the battle but played an important role in the British retreat. He was later appointed commander of the Virginia Militia.

In 1757, Washington was appointed commander of the Virginia Militia and served in the French and Indian War. He led a force of Virginia and Maryland troops against the French in the Battle of Jumonville Glen. Although he was captured by the French, his capture helped to unite the American colonies in opposition to British policy.

In 1775, Washington was appointed commander-in-chief of the Continental Army. He was appointed by the Continental Congress and took command of the Continental Army in Cambridge, Massachusetts. Under his leadership, the Continental Army gained several important victories, including the Battle of Saratoga, which secured the support of France and the Netherlands.

Washington's most famous victory was the Battle of Yorktown in 1781. He led a successful siege of the British army under General Cornwallis, which led to the surrender of Cornwallis and the end of the American Revolutionary War. Washington was appointed the first president of the United States in 1789, and served two terms in office.

Washington died on December 14, 1799, at his estate at Mount Vernon, Virginia. He is buried in the crypt of the National Cathedral in Washington, D.C., and is remembered as one of the greatest leaders in American history.
Washington was more than a figurehead in the first American government; he lived a long life with diverse participation in the United States presidency. Against the opinions and desires of many of his supporters, he reluctantly supported the candidacy of John Adams in the presidential election of 1800, which led to Adams's election. Washington, as he was easily cultivable, re-elected president in 1800, but his health was declining. He was increasingly re-elected president, and his health was declining. He refused to attend for a third term in 1807 and retired once more to Mount Vernon, where he died suddenly of a stroke on December 14, 1807.

Washington remained in later years an eminent figurehead of purpose which had died in American politics. He died on the 23rd of January, 1805, at 70 years of age,IDXEN

[Map of North America with labels such as United States, British North America, and dashed lines indicating boundaries.]
The History of Canada (cont.)

Stage 1
1763: Lower Canada (French & Catholic)
1867: Upper " added (United British Subjects)
1981: Pella Canada Act: Each province gains separate Parliament. But the king's representation had the last word.

Stage 2
1837 Rebellion in Upper & Lower Canada.

Stage 3

Lord Durham's Report

Durham Report (1839) Recommended
1. Union of 3 territories - i.e., 1840 Union Act
2. Responsible government achieved during Governor-Generalship of Lord John A. Macdonald

Stage 3
Expansion of Canada - 1767 North-American Act ratifies federal power & state powers.
The Australian Blackfellows

Very primitive.

Food: Mutton, meat, fish, eggs, oysters, vegetables, bread, milk, cheese, butter, cream.

Clothing: Very little; sometimes a skin cloak or a loincloth, often nothing.

Customs and beliefs: Rich, ruled by a chief, or chief.

Appearance: Hair cut short, body painted with grease. Adult men's hair painted red and yellow. When a boy grew up, he had four foot tattooed out. They had to figure for a certain length of time without fighting. Physique adapted to desert conditions. Their muscular bodies, eyes deeply set to protect them from the glare of the sun. Other ideas of beauty: manner forming patterns on body, chest, arms, legs, face; painted red by roots. Died in 1896.

Description: Appears to be a mixed race, having elements of both Indian and European ancestry. It is believed that the language differs greatly.

Hunting: Very skilled. Their mode of killing varies, either by using a club or a spear. When faced with a large animal, they use an atlatl and a spear. They are very skilled in making and using weapons. They use fire to cook their food and to drive away pests.

In conclusion: In the year 1900, about 150,000 Blackfellows were living in Queensland, New South Wales, and Victoria. They were not a separate race but a part of the larger Aboriginal population. Their culture and way of life have been severely impacted by European settlement.
Africa - the exploration and partition which concern the British.

The Life and Work of Livingstone.

David Livingstone was born at Kirkcudbright, Kirkcudbrightshire, Scotland, on April 19th, 1813, the son of Neil Livingstone, a tea agent, and a deacon in the Independent Church at Hamilton.

David's early years, after the age of ten, were divided between a short time in an evening school and an evening school by kind of scoring in the margin to study medicine, botany, and Greek at Glasgow University.

In 1839, influenced by the teaching of Sir Thomas Coke, he offered his services to the London Missionary Society, and after attending the medical school at Charing Cross Hospital and gaining his diploma at Glasgow, he sailed on December 26th, 1840, for South Africa to join Dr. Moffat, whose daughter Henry was married to him. He died at Edinburgh in 1842.

Eight years later, he discovered the Victoria Falls, seeking and searching for the natives. In 1847, with his friend John Gordon, the first white man, he crossed the Kalabari, and discovered the Niger and finally explored the Zambesi. Inspired with a vision to 'lift up the vision of the sea' on the other side, he went on another expedition down the Zambesi to the Indian Ocean (1851-1855), a tremendous contribution to geography and the natural sciences. In the course of it, he discovered the Victoria Falls, first publishing his account in 1857, and continuing his travels with his L.M.S. he appointed British consul at Calabar. In 1858-59, with Dr. (later Sir) John Kirk, he explored the Zambesi and became the first white man to discover Lake Nyasa. Then he again visited England to advocate further expeditions in the interests of commerce and for the suppression of the slave trade.

In 1855 he started in an expedition to solve the problem of the Nile drain, worked from Lake Albert to the mouth of the Zambesi (1862), and discovered Lakes Mweru and Bangweulu Lake in 1871. H. M. Stanley, sent out by the New York Herald to discover where Livingstone was, found him in more need at Ujiji. Though weak in health, Livingstone decided to return, and made further efforts to reach the source of the Nile. At Daba, on May 1st, 1873, he was found by his son-in-law, Frederick his brother, near

It is estimated that, during his years of service to the kingdom of the Zambesi, he accomplished the fact that the natives were under King Fuba. The expeditions of Livingstone were in the neighborhood. Having been established, and visited in the course by the following, he explained his body was buried in Westminster Abbey.

Field Notes.

Field Notes was a son of the Vicar of Bishop's Stortford, where he was born on July 8th, 1853. Educated at the grammar school, he was sent to St. John's College, Oxford, in 1871. After graduation, he was appointed as master for the Bishop of the Zambesi, where he had served, and later went to the Zambesi. He spent his days in the Zambesi, and after a long journey, he arrived in the Zambesi, which was a part of the Zambesi. He then went to the Zambesi and developed a separate mission of the Zambesi and Kimberley, which were a part of the Zambesi.

Livingstone never found time to return to England, and after a long journey, he arrived in the Zambesi, which was a part of the Zambesi. He then went to the Zambesi and developed a separate mission of the Zambesi and Kimberley, which were a part of the Zambesi.
and for Cape Colony, which included the Basutos, and for the country in
1873–75, he defeated four groups ofentionary by military negotiation. Rhodes had
made use of the concession to build armaments for Secangela, chief of the Basutos.
In 1874, he obtained from the imperial government a royal charter for the British South
Africa Company, and pushed forward the well-organized expedition which took peaceful possession of the Basutos.

In 1873, the Matabele on the Zambesi began a war in which the Pomeroy led the British and a territory as large as France and Germany combined under the administration of the company. President Kruger was now surrounded by British territory except for Delagoa Bay, which Rhodes had failed to purchase from the Portuguese. Prime Minister of the Cape, since 1870, Rhodes was pressing the company to extend its railway system to Port Alfred, and effect a railway and customs union with the Transvaal. But the parliament refused, and the wealth of the newly discovered goldfields enabled Kruger to build his line to Delagoa Bay and gained the colony for it and consistent customs policy; but he carried the matter too far when he closed the railways to Cape merchandise and produce.

The action caused the colony against Rhodes.

Remembering his Basuto success, Rhodes concentrated the Basuto people
over the Transvaal frontier. Kruger gave way on the slightest question, but refused every concession to the Africans. There came the episode of the Basuto War. Rhodes
conquered was proved: and although on January 2nd, 1881, the day of Basuto’s surrender, he tendered his resignation as prime minister, and shortly afterwards
surrendered his managing directorship of the British South Africa Company, he was nearly
The Boer War, its causes and course.

Great Britain had, by treaty, the right of controlling the external affairs of the Transvaal and, moreover, had an interest in the affairs of the white population that had been attracted hither by the discovery of gold. The Boer government refused to give ace recognition to these men, and in 1899 there were formal negotiations between the two powers. The agreement had been reached when, on 4th October 1899, the Boers issued an ultimatum demanding the withdrawal of the British forces. This was accepted as a declaration of war.

The Boers at once invaded Natal, and then the first engagement took place. The Boer artillery was sufficiently good and their tactics by no means desperate, but the British exchanged, about 8,000 in number, were excellent soldiers and fought with skill and determination. At Isandlwana Hill, Clandonaghta, the British were victorious, but they met with a disastrous at Rorke's Drift. Before the end of October, Sir George White, the commander, and the small force were nearly wiped out in Klipfontein, around which was an increasing army of Boers. White ordered the British garrisons in Kimberley and Ladysmith. In November, a British army pushed past Cape Town and was ready to move north. Sir Herbert Buller led the longest contingent to the relief of Ladysmith, and the British were finally driven from South Africa. The Boers were defeated at Spion Kop, in January 1900. Meanwhile, Buller failed again at Spion Kop, in January 1900.

Buller went north with a mounted force to relieve Kimberley, and this force was cut off from February 1900. This proved the way to the main force against the Boers. Their retreat was cut off and they were forced to the last line at the Modder River. The Boers then took up a position at the mouth of the Orange River. Buller was defeated at the Battle of Chauberg, January 1900, which resulted in the capture of 1,000 Boer fighting men. Buller was then able to renew his attack on the Boers in the Orange River. After heavily fighting on February 28th, the Boers gained ground with the Boers in the Orange River. Buller, then, set out for Kimberley, and the Boers were defeated at Babington on March 19th, while an appeal for peace showed that the Boers prepared for peace.

On May 2nd, 1900, a new front was opened. On June 1st, Buller arrived at Ladysmith, freeing 3,000 prisoners. Kimberley had been relieved on May 29th, and Buller

Magaliesberg on December 12th, and 13th. This was a total failure. On the 28th

praesent day, Graham and a force had cut off a Boer at Modder River.
Red Brand & Coos from Natal, was opening up a converging line of attack on the Transvaal. From Pretoria Roberts moved east to Kroonfontein and Lydenburg and Barberton, thus, having the Boers almost without a stronghold. In September the Transvaal was formally annexed, and in December Roberts led the completion of the line to Johannesburg.

During the African summer the Boers came forward. The fighting was heavy, and generally successful, with the Boers retreating to the Orange Free State, as was Pretoria in the Transvaal, while the Boers of interest agreed again to Cape Colony. The Boers were sent from England and a number of columns were organized. Kitchener’s plan was to clear the worst areas of their inhabitants, gathering the women and children into so-called “concentration camps,” and to beat down the fighting men.

Kitchener’s organization actually improved. His railway became safer and better, and his railway men more numerous and expert. He threw more men into the field with a chain of blockhouses and complete arrangements for operating away from the basis of railway. This was proved when continued frontier war, which were rejected, came in July 1901, from the Boers. Because continued through the year, 1902, the Boers captured William at Tocadhagh, but in March they asked unconditionally for peace. The British of Vereeniging was signed at Pretoria on May 31, 1902.

The British troops had increased until the fighting force had been enhanced 250,000. The Boers were 5,776 killed and 12,725 wounded, while in 20,000 died of disease. The Boers may have numbered altogether 25,000 and be killed about 4,000. At the end 10,000 British women prisoners of war. In January 1902 there were 121,968 Boers in concentration camps.
2. 5. Armada
   1. do not, don't.
   2. 
   3. go good.
   4. They are poor.

15 dates.
Renaissance.
400 makes a Map.
5 ratios of odd even out.
4 out of 4.
Pangue.
Pipe.
Filipino Fuller.
Armada.
Gunpowder Plot.
People.
Forgive.
Civil War.
Revolution (1898)
Education in Under Ties.
Down life in Under Ties.