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# HISTORY – SCOTLAND



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## THE ERA OF THE GREAT WAR, 1910–1928

## AIRCRAFT

## OBSERVATION AND RECONNAISSANCE

During the Great War, aircraft began to play a bigger role in the fighting on the Western Front. They were used for reconnaissance. They would fly over enemy lines and take photographs of targets. They were also used as artillery observers. As the war progressed, they were even used for bombing.

The Royal Flying Corps (RFC) was also responsible for **observation balloons** on the Western Front. These often became the focus of vicious aerial battles, as the Germans would try to shoot them down.

**Source A**, above right, shows a British observation balloon being inflated.

**Source B**, to the right, shows an aerial reconnaissance picture of the positions during the Battle of Loos in 1915.



## THE FIRST ACES

The men who carried out this type of work were members of the RFC, which was part of the army. The RAF was not formed until April 1918. The pilots who served in the RFC were often young and had only a few hours of training in aircraft before they were sent to France.

Planes carried a very limited amount of ammunition. Some inexperienced pilots fired off all their bullets in a few seconds. They were then very vulnerable to the attentions of enemy 'aces' such as Baron von Richthofen, the 'Red Baron', who shot down 80 Allied aircraft on the Western Front. British pilots such as Albert Ball (44 enemy planes destroyed) also qualified as aces.

The highest-scoring Scottish ace was Major John Gilmour from Helensburgh. He had joined the Argyll and Sutherland Highlanders before transferring to the RFC. He shot down 39 German planes during the war and was awarded the Distinguished Service Order and Military Cross. Around 53 Scots were regarded as aces, which meant that they had each shot down at least five aircraft.



Major John Gilmour

## THE HAZARDS OF FLYING

The biggest fear for pilots was fire. They sat close to the engine and fuel tank. This meant that, if either was struck, the flames would blow back towards the pilot. They stood little chance. Some carried pistols to shoot themselves rather than burn. Others would jump to their death. None carried parachutes although these were available. The British commanders believed that parachutes were unnecessary. They also thought that some pilots might jump from their aircraft before any 'dogfight' with the enemy.

A number of developments took place to improve the effectiveness of aircraft. Engines were improved; planes became faster and could fly higher. However, most were made from wood and fabric. This meant that, unless a bullet hit the pilot or engine, it usually passed through the plane without causing serious damage.

Aircraft were either 'pusher' (engine at the rear of the aircraft) or 'puller' (engine at the front of the aircraft). Pusher aircraft were slow but had machine guns that could fire forward. Puller aircraft were faster but usually found it difficult to fire forward.



The problem was solved in 1915 by the Germans, who immediately gained an advantage. They synchronised their machine guns with the propeller, which meant they could fire forward. The British reacted with improved pusher aircraft. Later in the war, they introduced fighter aircraft such as the Sopwith Camel.

**Source C** to the left is a German Fokker triplane fighter.

## AIRCRAFT IN SCOTLAND

The RFC had a number of bases in Scotland, such as Turnhouse and Montrose. Many of these were situated on the east coast to defend against enemy attacks. There were also Royal Naval Air Service (RNAS) stations, which were concerned with protecting British ships against attack from U-boats (submarines). These bases operated seaplanes. Between 1914 and 1918, the main base for these aircraft was in Dundee on the Firth of Tay.

The RNAS also operated airships. These were also used to spot enemy U-boats. The first was at Luce Bay near Stranraer. Others were very soon added, including East Fortune in East Lothian. The airships were not always effective. Although they could float over areas for long periods of time, they were very vulnerable to bad weather, and a number were lost in accidents.

**Source D** shows an RNAS Sea Scout balloon escorting the steamer *Princess Maude* in Loch Ryan in 1916.



## ONLINE

Visit the Digital Zone to listen to a podcast of veterans describing their experiences of air warfare: [www.brightredbooks.net/N5History](http://www.brightredbooks.net/N5History).

## VIDEO LINK

You can watch a clip of the RFC preparing for an attack at the Digital Zone: [www.brightredbooks.net/N5History](http://www.brightredbooks.net/N5History).

## DON'T FORGET



The lives of RFC pilots could be short. In April 1917, it was estimated that the lifespan of an RFC pilot on the Western Front was between 11 days and 3 weeks.

## VIDEO LINK



To learn more about First World War aircraft, you can watch a video clip at the Digital Zone: [www.brightredbooks.net/N5History](http://www.brightredbooks.net/N5History).



## THINGS TO DO AND THINK ABOUT

1. What was the role of aircraft over a battlefield?
2. Why do you think the life expectancy of a British pilot might have been as little as 11 days in April 1917?



## ONLINE TEST

To test yourself further on this topic, go to the Digital Zone: [www.brightredbooks.net/N5History](http://www.brightredbooks.net/N5History).

## MIGRATION AND EMPIRE, 1830–1939

## THE IMPACT OF EMPIRE ON SCOTLAND 1

## TRADE AND INDUSTRY

Just as Scots played important roles in their new adopted homelands, the places they went to live also had an impact on the country they left behind. As more Scots settled abroad between 1830 and 1939, so trade increased with Scotland – and this trade had a substantial impact on Scottish industry and manufacturing.

In **Source A**, the historian Tom Devine outlines some of the effects of the Empire on Scotland.



GNR1744 plate

*This new industrial and urban society depended on a number of important foundations. Most crucially of all, the economy relied overwhelmingly upon access to overseas markets. Some 38 per cent of all Scottish coal production went abroad ... The giant North British Locomotive Company sent nearly half its engines to the British Empire in the years before the First World War, with India as the primary destination. The rise of jute was generated from the 1840s by the demand for international commodities as varied as East India coffee ... as well as the enormous requirements for sandbags during the Crimean War, the American Civil War and the Franco–Prussian War ... two thirds of Scottish pig iron was exported ... the ships that poured out from the yards of Clydeside relied on orders on the condition of international trade ... It was the same story elsewhere, from quality Border knitwear to malt and blended whiskies. As far as Scotland was concerned, the international market was the king.*

Many settlers who left Scotland already had business contacts in Scotland. So, when they reached their new destinations, it made sense to use old connections to further their new business interests. Also, investors in Scotland used Scottish connections in the colonies to invest in new areas where great profits were to be made.

## DON'T FORGET

Many Scottish companies depended on the Empire for business. One example of this was John Lean & Sons from Glasgow. They made cloth which was used for keffiyah or Arab headdress.

**Source B** is from *The Scottish Empire* by Michael Fry.

*One way of feeding foreign demand was financial, out of a exportable surplus of capital that Scotland soon enjoyed ... Blackwood's Edinburgh Magazine ran an article on foreign investment from Scotland which noted three quarters of the companies formed for foreign investment overseas were said to be of Scottish origin: 'if not actually located in Scotland, they have been hatched by Scotchmen and work on Scottish models'. The article set out not just to boast. It also doubted if the outflow would be good for the country in the long run.*

## SHIPPING

One area where emigration had a profound effect was in shipping. Trade and transport for passengers to and from the Empire made the manufacture of ships vitally important. Before the Great War, the Glasgow shipyards built one third of all new British ships. These ships carried the wheat from Canada and the USA, the tea from India, the locomotives to India (the Indian railway system was and is one of the world's biggest) and the jute sacking from Dundee to all areas of the world.

Scotland also dominated the great passenger shipping lines. The Anchor Line and the Glen Line both provided ships for the growing number of emigrants.



Poster advertising the Glasgow-based Anchor Line

## TEXTILES

Textiles were also an area of Scottish industry that benefited from overseas connections. During the 19th century, almost 18% of the labour force were textile workers. The firm of J. P. Coats of Paisley took production from Paisley to many parts of the world. By 1913, Coats was manufacturing thread in North America, Brazil, Mexico, Japan and across Europe. Their most famous product was the Paisley-pattern shawl. Its distinctive design originated in the Far East, but it was the Scottish firm Coats that sold it around the world.



A typical Paisley pattern

## DON'T FORGET

One way in which the Empire affected Scotland was language. A number of words came into use due to large numbers of military and business links with India – shampoo, pyjamas, thug, bungalow and dungarees are just a few.

## CASE STUDY – FINLAYS

Many Scottish communities relied heavily on trade with the Empire to provide them with their livelihoods. Catrine, a small village in the heart of Ayrshire, is a good example of a Scottish connection with the Empire. The company Finlays originated in Glasgow and were traders and manufacturers of cotton. By the start of the 19th century, Finlays had invested in a cotton mill in Catrine as well as in Ballindalloch (Balfour, Stirlingshire) and Deanston (Perthshire). Finlays' aim was to control the whole process of cotton manufacturing from the purchase of raw cotton in America to its finishing and marketing. Finlays opened branches in Charleston, New Orleans and New York, then branched out to the Far East. It was while trading with India that Finlays decided to move into the tea industry. By 1903, Finlays had some 90 000 employees in Britain and in the Far East. Finlays also invested in shipping lines.



The mill that dominated the village of Catrine

Most of the village of Catrine was reliant on the Finlay Company, with the majority of the inhabitants working in the mill or the bleachworks. Profit from the tea estates enabled continued investment in the mills of Catrine. Houses and a church were built for the mill workers; and Catrine had gas street lighting two years before London.

Today, Finlays is still one of the biggest independent tea traders in the world – but the mills and bleachworks of Catrine have long been shut down.



## THINGS TO DO AND THINK ABOUT

1. Look at Source A. What evidence is there that trade with the Empire was important to each of the following Scottish industries?
  - Coal
  - Locomotives
  - Jute
  - Pig iron
2. a) Why do you think many Scottish businessmen wanted to invest their money in companies which were set up in the Empire and North America?
 

b) What do you think the author of Source B meant when he wrote that he 'doubted if the outflow would be good for the country in the long run'?

## ONLINE

You can read a lot more about the history of Finlays by clicking the link at the Digital Zone: [www.brightredbooks.net/N5History](http://www.brightredbooks.net/N5History).

## ONLINE TEST

You can take a test on this topic at the Digital Zone: [www.brightredbooks.net/N5History](http://www.brightredbooks.net/N5History).

# HISTORY – SCOTLAND

Chris and Aileen MacKay

This BrightRED Study Guide is just the thing you need to tackle the Scottish context of your National 5 History course and gain the exam skills essential to succeed. Written by trusted authors and experienced History teachers Chris and Aileen Mackay, this book is packed with brilliant content, sources, tasks and advice. It is the ultimate companion to your studies:

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- ▶ **A glossary of key terms** helps you really learn and revise important course concepts.

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