

Industrial Britain The Workshop Of The World Cambridge History Programme Key Stage 3

The industrial revolution in Britain changed the world. The images we all share - of steam engines and locomotives, smoke and smog, multi-story textile mills and regiments of working men and women flooding out of factory gates at the end of their shift - are all so familiar that it is easy to forget how enormous, far-reaching and upsetting were the events and processes that brought us into this new, industrial age. In Britain all of these things, and more, happened first and most dramatically. Factories as we know them were invented here; mines were sunk to new depths; inventive and entrepreneurial minds sought to make things in new ways that were better, faster and cheaper; engineers harnessed water and steam power as never before to drive machinery and equipment in concentrated centers of production. Innovations were put to work in new types of building, by new types of people and organizations. Alongside functional innovations such as these emerged entirely new ways of living. A flood of rural humanity swept into industrializing towns in search of work; people came to live in the shadows of the mills, the chimneys or the winding gears that - in the minds of many contemporaries - now enslaved them; patterns of life as well as work became tied to those of the machine. Society changed just as fundamentally as did the economy. And the landscape changed for ever too: rural valleys filled with water-powered workshops and mills; canals were cut through fields, and along their banks sprang up yet more factories; in towns the air was thick with smoke from hundreds of chimneys. Towns sprawled; production boomed; British exports dominated trade. Britain became "the workshop of the world", its inhabitants "a manufacturing people". Contemporaries were shocked, thrilled and fascinated. This important new book endeavors to explain the industrial revolution throughout the British Isles. It is difficult to know how, fifty years from now, the industrial revolution will be viewed. Perhaps, amid irreversible global warming and environmental disaster, as one of mankind's greatest mistakes? Alternatively, might the mixture of enterprise and technological innovation of the type that flourished in Great Britain from the eighteenth century in fact provide remedies to such problems?REVIEWS "Barrie Trinder"s work over recent decades has played a vital part in the recognition and understanding of the importance of Britain"s legacy as the first industrial nation. In this magisterial survey he now takes the long view in an impressive and wide-ranging survey of the experience of industrialisation, presenting the fruits of a lifetime of research in a richly illustrated picture of England, Scotland, Wales and Ireland. A valuable, accessible and up-to-date overview achieved through an impressive union of local examples and wide historical insights." Kate Tiller"Barrie Trinder is one of our foremost industrial historians. This fully illustrated book is a compendium of his own observations over more than fifty years coupled with the work of others across Britain and Ireland. It shows in detail, superbly illustrated, numerous sites and places where industry, coal, iron, steel, lead, tin, textiles, and many more activities once ruled. So much has now gone that the book is as much a record of a now lost industrial world as it is an account of Britain"s industrial revolution. A monumental study of the industrial glory that we have now lost, this is a book that anyone with an interest in our industrial heritage as well as our towns can enjoy dipping into, from an author who has criss-crossed the British Isles to record and document our industrial heritage. The numerous illustrations with long and helpful captions make this a compelling account."Prof. John V. Beckett"This is the story of the great powerhouse of British history. Here, renowned historian Barrie Trinder offers a magisterial and comprehensive view, sweeping in its perspectives yet coloured by a wealth of rich and vivid detail. It is timely in two senses. First, the Industrial Revolution, its causes, effects and aftermath, are increasingly the subject of conjecture, analysis and research. This engaging new study opens the door to that debate. Second, in Barrie Trinder we have an erudite mentor who affords us the immediacy of his own experiences; of doubling at Masson Mill, weaving at Saltaire, casting at New Foundry, Stourbridge. And, in this compendium he brings a sense of clarity to themes that are often conflated; the revolution in transport as distinct from its engineering structures, the steam engine analyzed both as a source of energy and the creation of mechanical engineers. To all with an interest in this most misunderstood episode in the nation"s history, Barrie Trinder"s new book brings, as no other, the Industrial Revolution into focus." [Sir] Neil Cossons"Britain"s Industrial Revolution is a magisterial achievement. Compendious yet sharply incisive, expert yet wise, academically exact yet visually compelling and at times almost poetic, it presents a lifetime"s investigation and understanding of one of the most exciting moments in world history in a volume of Braudelian scope and ambition. It is hard to imagine that anyone but Barrie Trinder could have brought this prodigious enterprise to fruition. There has been no other book like it and it will be the standard bearer for a generation." All best wishes. It is going to be an outstanding book!Dr Peter Wakelin

Introduces the uprise of Great Britain's manufacturing industries, from 1750 to 1900, and looks at the social and economic conditions during that time. Suggested level: secondary.

Charts Britain's transformation from the European periphery to a global economic power from the reign of Elizabeth I to Victoria.

An introductory text on economic development during Britain's Industrial Revolution. It considers the significance and scale of changes and provides a concise overview of the state of current research on this key period.

The Dismantling of Great Britain

One Great Workshop

The Birth of Industrial Britain

The Age of Manufactures, 1700-1820

The Making of a Manufacturing People, 1700-1870

The buildings of the Sheffield metal trades

Abstract: There are two views of the British Industrial Revolution in the literature today. The more traditional description, represented by the views of Ashton and Landes, sees the Industrial Revolution as a broad change in the British economy and society. This broad view of the Industrial Revolution has been challenged by Crafts and Harley who see the Industrial Revolution as a much narrower phenomenon, as the result of technical change in a few industries. This paper presents a test of these views using the Ricardian model of international trade with many goods. British trade data are used to implement the test and discriminate between the two views of the Industrial Revolution.

In this book W. O. Henderson has brought together in English translation the journals of four foreign visitors who travelled in England and Scotland in the years immediately following the Napoleonic wars, in a way which may be regarded as a sequel to his recent book on J. C. Fischer ' s diaries of industrial Britain. Two of the travellers whose journals are included in this volume were Swiss industrialists. Hans Caspar Escher was both a professional architect and the founder of the famous engineering firm of Esther Wyss of Zürich, Bodmer, also of Zürich, lived in England for many years and was recognised as an inventor of genius. The other accounts of industrial Britain in the Regency era are a report by the Prussian Factory Commissioner May and a short survey of the Newcastle upon Tyne colliery railways by the French government engineer Louis de Gallois. The four diaries show how informed foreign visitors were impressed by the way in which Britain had survived the perils of Napoleon ' s Continental System and was now forging ahead to consolidate her position as the workshop of the world. This book was first published in 1968.

The present and future state of the environment gives rise to ever increasing concern, but much less is known as yet about the past: the damage that has been done since, and by, the Industrial Revolution; how far our predecessors were aware of it; the steps they took; and the gradual development of a wider concern for the state of the world and our impact on it. This timely and pioneering survey, designed for general readers as well as students and scholars, is a substantial contribution to that understanding.

Why did the industrial revolution take place in eighteenth-century Britain and not elsewhere in Europe or Asia? In this convincing new account Robert Allen argues that the British industrial revolution was a successful response to the global economy of the seventeenth and eighteenth centuries. He shows that in Britain wages were high and capital and energy cheap in comparison to other countries in Europe and Asia. As a result, the breakthrough technologies of the industrial revolution - the steam engine, the cotton mill, and the substitution of coal for wood in metal production - were uniquely profitable to invent and use in Britain. The high wage economy of pre-industrial Britain also fostered industrial development since more people could afford schooling and apprenticeships. It was only when British engineers made these new technologies more cost-effective during the nineteenth century that the industrial revolution would spread around the world.

The Workshops of Britain

The Inevitable Accident

An Introduction from the Upper Palaeolithic to the Industrial Revolution

The Archaeology of Britain

The Shadow of the Mine

The Making of the English Working Class

Illustrated throughout, this book presents a summary of the Sheffield metal trades including a description of the processes involved and the special environment produced by the buildings of the industry. It also describes conservation issues.

Winner of the Jerry Bentley Prize in World History (American Historical Association). Award-winning historian Priya Satia presents a new history of the Industrial Revolution that positions war and the gun trade squarely at the heart of the rapid growth of technology and Britain's imperial expansion. Satia's thorough examination advances a radical new understanding of the historical roots of the violent partnership between the government, military and the economy. Sweeping in its scope and entirely original in its approach, Empire of Guns illuminates Britain's emergence as a global superpower in a clear and novel light. Reviews of Empire of Guns: 'A fascinating study of the centrality of militarism in 18th-century British life, and how imperial expansion and arms went hand in hand... This book is a triumph.' Guardian 'A fascinating and important glimpse into how violence fueled the industrial revolution, Priya Satia's book stuns with deep scholarship and sparkling prose.' Siddhartha Mukherjee, Pulitzer Prize-winning author of The Emperor of All Maladies 'Fascinating.' New York Times 'A strong narrative bolstered by excellent archival research... tremendous scholarship.' Booklist 'Boldly uncovers a history of modern violence and its central role in political, economic, and technological progress. As unsettling as it is bracing.' Pankaj Mishra, author of Age of Anger 'A solid contribution to the history of technology and commerce, with broad implications for the present.' Kirkus

Addressing the question of why the Industrial Revolution occurred first in England, Rick Szostak demonstrates the crucial role played by the development of a nation-wide network of land and water transport. He rejects revisionist arguments that downplay the significance of transportation to the Industrial Revolution, underrate the amplitude and influence of the English Industrial Revolution, and deny French economic retardation.

The Archaeology of Britainis a comprehensive and up-to-date introduction to all the archaeological periods covering Britain from early prehistory to the industrial revolution. It provides a one-stop textbook for the entire archaeology of Britain and reflects the most recent developments in archaeology both as a field subject and as an academic discipline. Chapters are: accessibly written by experts in the relevant field organized in chronological order followed by two-level bibliographies, the first providing core reading material, the second a more detailed guide to the subject area highly illustrated with photographs, maps, graphs and tables. This collection is essential reading for undergraduates in archaeology, and all those interested in British archaeology, history and geography.

The System of Industrial Relations in Great Britain

Role of Transportation in the Industrial Revolution

A History of the Global Economy

The Workshop of the World

How Britain Worked

Industrial revolution

Providing an exceptional overview and analysis of the global economy, from the origins of Homo sapiens to the present day, Colin White explores our past to help understand our economic future. He veers away from traditional Eurocentric approaches, providing a truly global scope for readers. The main themes include the creative innovativeness of humans and how this generates economic progression, the common economic pathway trodden by all societies, and the complementary relationship between government and the market.

Scottish inventor and mechanical engineer James Watt (1736 – 1819) is best known for his pioneering work on the steam engine that became fundamental to the incredible changes and developments wrought by the Industrial Revolution. But in this new biography, Ben Russell tells a much bigger, richer story, peering over Watt ' s shoulder to more fully explore the processes he used and how his ephemeral ideas were transformed into tangible artifacts. Over the course of the book, Russell reveals as much about the life of James Watt as he does a history of Britain ' s early industrial transformation and the birth of professional engineering. To record this fascinating narrative, Russell draws on a wide range of resources—from archival material to three-dimensional objects to scholarship in a diversity of fields from ceramics to antique machine-making. He explores Watt ' s early years and interest in chemistry and examines Watt ' s partnership with Matthew Boulton, with whom he would become a successful and wealthy man. In addition to discussing Watt ' s work and incredible contributions that changed societies around the world, Russell looks at Britain ' s early industrial transformation. Published in association with the Science Museum London, and with seventy illustrations, James Watt is not only an intriguing exploration of the engineer ' s life, but also an illuminating journey into the broader practices of invention in the eighteenth and early nineteenth centuries. Published in association with the Science Museum, London

Michael Dintenfass provides a challenging account of Britain's economic performance since 1870. He combines a succinct, clearly-written survey of recent scholarly work in British economic and business history with an original interpretive alternative to the institutionalized accounts of Britain's relative decline.

Dintenfass addresses both specifically economic questions and socio-historical questions to place Britain's economic history in its broadest context.

Retrospective: 9.

The Path to Sustained Growth

A Comparison of England and France

Industrial Revolution - Factories - Report of the Chief Inspector of Factories and Workshops For the Year 1893 With Appendices 1894

Events that Changed Great Britain Since 1689

The British Industrial Decline

The Cambridge Companion to the History of the Book

The rise and fall of Britain's most important industry No one personified the age of industry more than the miners. The Shadow of the Mine tells the story of King Coal in its heyday - and what happened to mining communities after the last pits closed. Coal was central to the British economy, powering its factories and railways. It carried political weight, too. In the eighties the miners risked everything in a year-long strike against Thatcher's shutdowns. Defeat foretold the death of their industry. Tens of thousands were cast onto the labour market with a minimum amount of advice and support. Yet British politics all of a sudden revolves around the coalfield constituencies that lent their votes to Boris Johnson's Conservatives in 2019. Even in the Welsh Valleys, where the 'red wall' still stands, support for the Labour Party has halved in a generation. Huw Beynon and Ray Hudson draw on decades of research to chronicle these momentous changes through the words of the people who lived through them.

Mike Savage and Andrew Miles provide a comprehensive introduction to the working class in Britain in the years after 1840. This textbook: * Includes a provocative, timely and clear defence of class analysis * Breaks new ground in showing how social mobility and urban change affected working class formation * Demonstrates how the history of the working class is politically reconstructed * Shows how class and gender interact in mediating social and political change

In the early nineteenth century, Henry Maudslay, an engineer from a humble background, opened a factory in Westminster Bridge Road, a stone's throw from the Thames. His workshop became in its day the equivalent of Google and Apple combined, attracting the country's best in engineering talent. Their story of innovation and ambition tells how precision engineering made the industrial revolution possible, helping Great Britain become the workshop of the world.

The decline of British Industry in the late Victorian and early Edwardian period is the subject of major concern to economic and modern British historians. This book sets out the present state of the discussion and introduces new directions in which the debate about the British decline is now proceeding: Among other themes, the book examines: * the role of the service sector alongside manufacturing * the distinctiveness of the British regions * the state's role in the British decline including an analysis of its responsibility for the maintenance and modernization of infrastructure * the association of aristocratic values with entrepreneurial vitality * how British historians have discussed success and failure, with a critique of the literature of decline.

A Pocket Essential Short History of the Victorian Era

The Remaking of the British Working Class, 1840-1940

Britain, the Industrial Revolution, and China

Energy and the English Industrial Revolution

The Politics of Industrial Health in Britain, 1914-60

Irish University Press Series of British Parliamentary Papers

The first account of the emergence and demise of preventive health care for workers. It explores how trade unions, employers, doctors and the government reconfigured the relationship between health, productivity and the factory over the course of the twentieth century within a broader political, industrial and social context.

'Exquisitely written and ripe with detail' Sunday Times. 'An engaging book ... He knows his British stuff' The Times. 'One of England's most skilled and alluring prose writers in or out of fiction, has done something even more original' London Review of Books. **WHAT WE HAVE LOST IS A MISSILE AIMED AT THE BRITISH ESTABLISHMENT, A BLISTERING INDICTMENT OF POLITICIANS AND CIVIL SERVANTS, PLANNING AUTHORITIES AND FINANCIAL INSTITUTIONS, WHO HAVE PRESIDED, SINCE 1945, OVER THE DECLINE OF BRITAIN'S INDUSTRIES AND REPLACED THE 'GREAT' IN BRITAIN WITH A FOR SALE SIGN HUNG AROUND THE NECK OF THE NATION. Between 1939 and 1945, Britain produced around 125,000 aircraft, and enormous numbers of ships, motor vehicles, armaments and textiles. We developed radar, antibiotics, the jet engine and the computer. Less than seventy years later, the major industries that had made Britain a global industrial power, and employed millions of people, were dead. Had they really been doomed, and if so, by what? Can our politicians have been so inept? Was it down to the superior competition of wily foreigners? Or were our rulers culturally too hostile to science and industry? James Hamilton-Paterson, in this evocation of the industrial world we have lost, analyzes the factors that turned us so quickly from a nation of active producers to one of passive consumers and financial middlemen.**

An accessible and wide-ranging study of the history of the book within local, national and global contexts.

This new edition of The Age of Manufactures provides an exciting alternative overview of the eighteenth-century British economy. Recent macro-economic history has discounted many of the achievements of the Industrial Revolution. Maxine Berg argues that at the heart of the Industrial Revolution, we find many new consumer industries employing a women's workforce, and bringing with them a rich diversity of technological and organizational change. Four new chapters explore recent perspectives on: * The Industrial Revolution * Eighteenth century industries * Machines and manual labour * The rise of the factory system Statistical summaries, and a thorough revision of the whole text have refreshed and enhanced this well-established and important contribution to British economic history.

How One London Factory Powered the Industrial Revolution and Shaped the Modern World

From Canal Lock To Gridlock

An Introduction from Earliest Times to the Twenty-First Century

An Environmental History of Britain since the Industrial Revolution 1870-1980

A Supplementary Report on the Results of a Special Inquiry Into the Practice of Interment in Towns. Made at the Request of Her Majesty's Principal Secretary of State for the Home Department

This is a unique account of working-class childhood during the British industrial revolution, first published in 2010. Using more than 600 autobiographies written by working men of the eighteenth and nineteenth centuries Jane Humphries illuminates working-class childhood in contexts untouched by conventional sources and facilitates estimates of age at starting work, social mobility, the extent of apprenticeship and the duration of schooling. The classic era of industrialisation, 1790 – 1850, apparently saw an upsurge in child labour. While the memoirs implicate mechanisation and the division of labour in this increase, they also show that fatherlessness and large subsets, common in these turbulent, high-mortality and high-fertility times, often cast children as partners and supports for mothers struggling to hold families together. The book offers unprecedented insights into child labour, family life, careers and schooling. Its images of suffering, stoicism and occasional childish pleasures put the humanity back into economic history and the trauma back into the industrial revolution.

First Published in 1968. Routledge is an imprint of Taylor & Francis, an informa company.

Ten major historical events are treated by both short factual summaries and longer interpretive essays. The introductions are penned by the editors, Thackeray and Findling (history, Indiana U. Southeast), while the interpretive essays are written by a group of American historians. The ten topics examined are presented in chronological order, examining the Industrial Revolution, the Seven Years War, the Napoleonic Wars, the rise of the British Empire, the Reform Act of 1832, the Great Exhibition of 1851, the movements for Irish independence and women's suffrage, the two World Wars, and the Thatcher era. Each essay is followed by a selected bibliography. Annotation copyrighted by Book News, Inc., Portland, OR.

A book that revolutionised our understanding of English social history. E. P. Thompson shows how the English working class emerged through the degradations of the industrial revolution to create a culture and political consciousness of enormous vitality.

Economic Change, 1750-1850

Coal and the End of Industrial Britain

James Watt

Childhood and Child Labour in the British Industrial Revolution

Two Views of the British Industrial Revolution

Iron Men

A major study of the role of women in the labour market of Industrial Revolution Britain. It is well known that men and women usually worked in different occupations, and that women earned lower wages than men. These differences are usually attributed to custom but Joyce Burnette here demonstrates instead that gender differences in occupations and wages were instead largely driven by market forces. Her findings reveal that rather than harming women competition actually helped them by eroding the power that male workers needed to restrict female employment and minimising the gender wage gap by sorting women into the least strength-intensive occupations. Where the strength requirements of an occupation made women less productive than men, occupational segregation maximised both economic efficiency and female incomes. She shows that women's wages were then market wages rather than customary and the gender wage gap resulted from actual differences in productivity. It began with the horse-drawn carriage and ended with the aeroplane, an era, beginning in the 1830s and ending with the death of Queen Victoria in 1901, that saw the British Empire – the largest the world had seen – dominate the world. British ingenuity in the fields of technological development and the heavy industry of its Industrial Revolution led to Britain being dubbed ‘the workshop of the world’ while its Royal Navy policed the world’s oceans helping to create what has become known as a ‘Pax Britannica’. A Short History of the Victorian Era details the sweeping social and economic changes that took place during this period but also examines the events of the time and the lives of the eminent Victorians who contributed so much to British success - men and women such as Florence Nightingale, Isombarb Kingdom Brunel, Charles Dickens, Elizabeth Garrett Anderson and Charles Darwin. A Short History of the Victorian Era is the story of the greatest period in British history, a period that still resonates in today’s Britain. Praise for Gordon Kerr 'Factual and even-handed, Kerr presents a fair-minded introduction of basic Chinese history' - BookList 'Thoroughly rewarding' - Travelmag 'Informative, fascinating and extremely well-researched...Gordon Kerr's book is a mini masterpiece' - ABC Brisbane

The Archaeology of Britain is the only concise and up-to-date introduction to the archaeological record of Britain from the reoccupation of the landmass by Homo sapiens during the later stages of the most recent Ice Age until last century. This fully revised second edition extends its coverage, including greater detail on the first millennium AD beyond the Anglo-Saxon domain, and into recent times to look at the archaeological record produced by Britain’s central role in two World Wars and the Cold War. The chapters are written by experts in their respective fields. Each is geared to provide an authoritative but accessible introduction, supported by numerous illustrations of key sites and finds and a selective reference list to aid study in greater depth. It provides a one-stop textbook for the entire archaeology of Britain and reflects the most recent developments in archaeology both as a field subject and as an academic discipline. No other book provides such comprehensive coverage, with such a wide chronological range, of the archaeology of Britain. This collection is essential reading for undergraduates in archaeology, and all those interested in British archaeology, history and geography. It is a largely forgotten fact that Britain was the first industrialized country in the world, but Guy Martin, the cult motorcycle racer and mechanic, is about to remind us how the Industrial Revolution helped make Britain great. Guy shows how the discoveries made in the late 18th to the 19th centuries are to thank for the ease of our every day lives: in order to cook a bacon and egg sandwich in Industrial-era conditions, Guy has to restore a steam locomotive and railway to have the components delivered to the local shop; he has to bring a saw mill back into working order to be able to make a bicycle; he has to revamp a Victorian fishing trawler so he can cook himself some fish and chips; and when he decides to mow the lawn, he restores a Victorian botanical garden. After all that, he's in need of a holiday--so he sets to work restoring a Victorian holiday resort. Illustrated throughout with specially commissioned photography as well as historical images, Guy will take us through each project, his passion, enthusiasm and sheer inventiveness bringing a completely new perspective to the Industrial Revolution. He invites us to live it with him, to enjoy the nostalgia, marvel in the mechanics, and learn from its legacy.

Making the World Anew

Britain's Industrial Revolution

What We Have Lost

The Diaries of Escher, Bodmer, May and de Gallois 1814-18

Industrial Britain Under the Regency

The Decline of Industrial Britain

Industrial Britain presents in three main sections a broad view of Britain during the Industrial Age. The first covers industrial change, the birth of the factory, the age of iron, patterns of trade, the slave trade, farming and transport, factory acts, wealth, and images of laborers. The second discusses societal change during the Industrial Age, population growth, changing cities, religion, migration, science and technology, and the role of women. The final section explores power roles: the power of the people, restoration of Parliament, and chartism. An engaging book that involves students in the study of history by raising thought-provoking questions and by providing activities to reinforce the topics studied.

Britain's history has been and still is a history of its transport. The Industrial Revolution, which made Britain the Workshop of the World and underpinned its empire, was made possible by the improved roads and new canals of the eighteenth century, and by the railway network of the nineteenth. As cities grew, transport continued to be central to Britain's economy, yet its infrastructure became steadily inadequate. Faced by too many cars in too small an area, and by an urgent need to spend vast sums to modernise the public system, transport has now become one of the most pressing and controversial issues for our time. Transport in Britain is a complete history of a fascinating and highly important subject. It covers all the major forms of transport, from the horse to the aeroplane, setting them in their historical context. It highlights long term themes in Britain's transport history, looks at the dilemmas facing today's society and suggests possible solutions.

Transport in Britain

Gender, Work and Wages in Industrial Revolution Britain

The British Industrial Revolution in Global Perspective

Report on the Sanitary Conditions of the Labouring Population of Great Britain

Empire of Guns

Via Peking Back to Manchester