

Section B

Answer **two** questions.

- 2 Offering wealthier airline passengers the expensive option of flying First or Business class is an outdated and objectionable practice that perpetuates social divisions. However, that wouldn't really matter if it did not also have the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class. For that reason alone the practice should no longer be tolerated in the twenty-first century. For naturally, if airlines want to attract First and Business class customers, and pocket the massively inflated fares that these passengers are willing and able to pay, they have got to maintain a certain level of discomfort in those parts of the plane where the rest of the passengers are herded. In particular, there is a powerful disincentive on airlines to provide adequate leg-room between seats, since this is one of the main attractions of First or Business class. More spacious and well-designed seating throughout the aircraft would significantly improve the comfort, health and safety of all passengers.

Critically assess the reasoning in this argument, explaining why you do or do not accept its conclusion (or conclusions). [15]

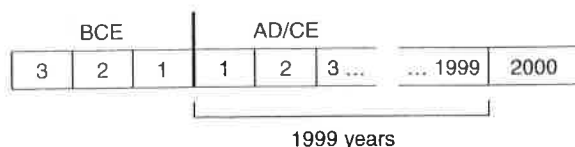
- 3 Sir – In a recent article, 'Making Modern Minds', David Buller rejects the theory that the human mind is still adapted to the prehistoric conditions that faced our hunter-gatherer ancestors. He argues that pressures affecting natural selection have altered enormously as a result of the agricultural and industrial revolutions; and that this will have caused radical change. If he is right about this, it would mean that people in societies that have not undergone those revolutions, from the Kalahari to New Guinea to the Amazon basin, should be genetically different from the rest of us in their psychological wiring, unable to adapt to modern agricultural or industrial society, even if raised in it from birth.

This flies in the face of every adoption study I have ever read, where infants are taken from pre-industrial societies and raised in the industrialised world. All the evidence says that the human mind varies genetically, from race to race, to a vanishingly small degree, if at all. Contrary to what Buller claims, we have not evolved cognitively in response to the societal and cultural changes of the last few thousand years.

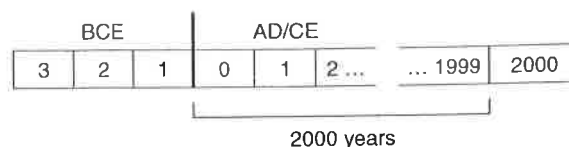
Critically assess the reasoning in this argument, explaining why you do or do not accept its conclusion (or conclusions). [15]

- 4 Some people, for want of better things to do, still protest that the start of the new millennium was celebrated a year too early, pointing out that only 1999 years had passed, not 2000 (**Series A**). Their case, they say, is neither religious nor historical, but mathematical. Had the Romans, who devised the calendar, had a symbol for zero, they would and *should* have called the first year of the Christian or Common Era (AD/CE) 0 and not 1 (**Series B**), in the same way as we do when we calculate a person's age. During someone's tenth year they are 9, not 10. So it should be with decades, centuries and millennia.

SERIES A: 'WRONG'

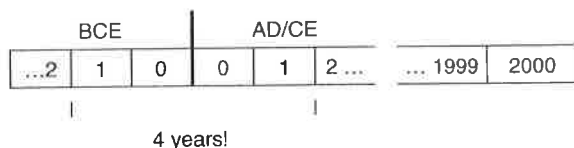


SERIES B: 'RIGHT'



But why? Who is to say that the units of an era must be counted like the years of a life? Why not *inclusively* like the pages of a book, where the tenth page is 'Page 10'? Besides, by the logic that says there should be a year 0 CE for counting forward, there would have to be a year 0 BCE, for counting back (**Series C**). That in turn would mean that the period from the start of 1 BCE to end of 1 CE would be 4 years!

SERIES C: 'ABSURD'



It is series B that is wrong, not A. The fact is, 0 is not a unit of *time* at all. It is simply the dividing line between the two series, and is without duration. As for celebrating the new millennium, that was for the arrival of the calendar-year 2000 – the turning of the page. And there is nothing illogical about that.

Critically assess the reasoning in this argument, explaining why you do or do not accept its conclusion (or conclusions). [15]

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Question 1

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Question 3

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Markscheme for 2007 A Levels Paper 2 Question 2

2. Remember to always identify the **Main Claim(s)** before doing anything else. This will help you to identify what the **Main Premises** are.

Main Claim: The practice of offering wealthier airline passengers the expensive option of flying First or Business class should no longer be tolerated in the twenty-first century

[*Note how the main claim has been worded **EXACTLY** how it was phrased in the question itself. As far as possible, all the premises and claims should be worded as the passage puts it to ensure **ACCURACY** of reconstruction*]

Some identified a different MC: "Offering wealthier airline passengers the expensive option of flying First or Business class is an outdated and objectionable practice that perpetuates social divisions." This isn't the MC because when you read the passage further, the author notes that this practice has "inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class" and "for that reason alone the practice should no longer be tolerated in the twenty-first century". This thus shows that the MC is not the 1st sentence. And also that the Main Premise is...

Main Premise: The practice has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class

Some identified another premise: that the offering of First or Business class options perpetuates social divisions. This isn't a premise for his argument but rather a 'throwaway' comment that, at best, strives to persuade the reader by appealing to his/her sense of justice and class equality. However, strictly speaking, it isn't a premise because to establish the MC, the author says "for that reason **alone**", i.e. there is only one main premise.]

Simplistic Argument Reconstruction

MP1: The practice of offering wealthier airline passengers the expensive option of flying First or Business class has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class

MP2: If (the practice of offering wealthier airline passengers the expensive option of flying First or Business class has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class), then (it should no longer be tolerated in the twenty-first century)

C: The practice of offering wealthier airline passengers the expensive option of flying First or Business class should no longer be tolerated in the twenty-first century (MP1-2)

Sample Intro

In this passage, the author argues that the practice of offering wealthier airline passengers the expensive option of flying First or Business class should no longer be tolerated in the twenty-first century. Although he begins by pointing out that such a practice is outdated and objectionable because it perpetuates social divisions, his main argument seems to be that this practice should be stopped simply because it has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class. Such a line of argument might appear reasonable at first but upon further examination, the author's argument is found to be suspect and thus, I do not accept its conclusion.

More Detailed Argument Reconstruction

Note: This argument has a lot of implicit premises. It is probably okay if you only reconstruct it without pulling out the implicit premises but then that also means that the tendency for you to too harshly criticize the argument is higher; the implicit premises make the argument seem more convincing.

(2023 version)

MC: "the practice of [offering wealthier airline passengers the expensive option of flying First or Business class] should no longer be tolerated in the twenty-first century"

P1: "if airlines want to attract First and Business class customers, and pocket the massively inflated fares that these passengers are willing and able to pay, they have got to maintain a certain level of discomfort in those parts of the plane where the rest of the passengers are herded"	P1 -diction: clearly trying to manipulate our views against such a practice; also, just because 1 st and Biz class passengers are more comfortable doesn't mean that airlines actively TRY to make the economy passengers LESS comfortable – it can be a matter of starting from a baseline and improving as you go up the different classes rather than starting from the top and making it less comfortable as we go down the classes)
P2: "one of the main attractions of First or Business class" is "to provide adequate leg-room between seats"	
SC1: "if airlines want to attract First and Business class customers, and pocket the massively inflated fares that these passengers are willing and able to pay," they will not provide adequate leg-room between seats for economy class passengers (implicit; P1-2)	
P3: airlines want to attract First and Business class customers, and pocket the massively inflated fares that these passengers are willing and able to pay" (implicit)	P3 - true BUT again, note the diction – the author is making the airlines out to be greedy when this might not be the case – it's just pure economics)
SC2: airlines will not provide adequate leg-room between seats for economy class passengers (implicit; SC1, P3)	
P4: "More spacious and well-designed seating throughout the aircraft would significantly improve the comfort, health and safety of all passengers"	P4 - unclear what this is supposed to mean actually. Comfort, yes. But health and safety? Maybe?

<p>SC3: airlines will lower the quality of provision for economy passengers such that their comfort, health and safety are significantly compromised to the point of suffering (implicit; P4, SC2)</p> <p>P5: If SC3, then MP1 (implicit)</p> <p>MP1: Such a practice has “the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class” (P5, SC3)</p> <p>MP2: If (the practice of offering wealthier airline passengers the expensive option of flying First or Business class has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class), then (it should no longer be tolerated in the twenty-first century)</p> <p>MC: The practice of offering wealthier airline passengers the expensive option of flying First or Business class should no longer be tolerated in the twenty-first century (MP1-2)</p>	<p>More importantly though is to what level should comfort, health and safety be improved for all passengers? For surely there is at least a practical limit, beyond which the airline shouldn't be in business at all. Lastly, this is almost a truism – sure, everything can be improved. But what's the author's point here? Reading it literally, it makes no point, unless it's supposed to imply something bad for economy passengers like so...)</p> <p>Move to SC3 - clearly invalid, not even strong given how P4 doesn't actually make a point about suffering.)</p>
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Irrelevant stuff: such a practice is “outdated and objectionable” and “perpetuates social divisions” – meant to distract

Seems like a bad argument for all the problems highlighted above BUT if we take out all the extreme language, then actually there is some not too bad points in here.

For example, the idea that airlines have to compromise on the quality of provision for economy passengers (at least in terms of leg-room) is plausible. Suffering is overstating it, yes, but there is a plausible point here.

Same too for “massively inflated” – it IS a lot higher than economy tickets, so, it's true in being a lot higher though “inflated” is a problem given that actually, it might well be the case that economy class tickets are massively subsidised, i.e. that the proper pricing of air tickets should be a lot higher in general; it is only because there are 1st and Biz class passengers that economy passengers can fly for cheaper.

(2017 version)

- P1: If airlines want to attract First and Business class customers, and pocket the massively inflated fares that these passengers are willing and able to pay, they have to make First and Business class an attractive proposition (implicit) [probably true]
- P2: Airlines want to attract First and Business class customers, and pocket the massively inflated fares that these passengers are willing and able to pay (implicit)
- C1: Airlines have to make First and Business class an attractive proposition (P1, P2)
- P3: If airlines want to make First and Business class an attractive proposition, then they have got to make the Economy class look worse off by comparison (implicit) [probably true]
- C2: Airlines have got to make the Economy class look worse off by comparison (C1, P3)
- P4: If airlines have got to make the Economy class look worse off by comparison, then they have got to maintain a certain level of discomfort in those parts of the plane where the rest of the passengers are herded. [probably true]
- C3: Airlines have got to maintain a certain level of discomfort in those parts of the plane where the rest of the passengers are herded (C2, P4)
- P5: In particular, one of the main attractions of First or Business class is to provide adequate leg-room between seats for First or Business class passengers. (implicit) [probably true]
- P6: If one of the main attractions of First or Business class is to provide adequate leg-room between seats for First or Business class passengers AND C3, then there is a powerful disincentive to provide adequate leg-room between seats for Economy class passengers
- C4: There is a powerful disincentive to provide adequate leg-room between seats for Economy class passengers (C3, P5, P6)
- P7: There is only finite room in the plane (implicit) [true]
- P8: If there is only finite room in the plane and airlines want more space for the First and Business class passengers **without** giving up on the number of Economy class passengers, then the rest of the passengers are herded, i.e. packed, into the remaining space on the plane. (implicit) [questionable]
- C5: The rest of the passengers are herded, i.e. packed, into the remaining space on the plane. (P7, P8)
- P9: If (there is a powerful disincentive to provide adequate leg-room between seats for Economy class passengers) and (the rest of the passengers are herded, i.e. packed, into the remaining space on the plane), then the comfort, health and safety of passengers in the Economy class will be lowered (implicit) [comfort – probably true, but health and safety? Questionable]
- C6: The comfort, health and safety of passengers in the Economy class will be lowered (C4, C5, P9)
- P10: If the comfort, health and safety of passengers in the Economy class will be lowered, then the practice of offering wealthier airline passengers the expensive option of flying First or Business class has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class. (implicit) [Questionable]

C7 (MP1): the practice of offering wealthier airline passengers the expensive option of flying First or Business class has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class (C6, P10)

P11 (MP2): If (the practice of offering wealthier airline passengers the expensive option of flying First or Business class has the inevitable consequence of driving down the standard of provision for the majority of passengers who must suffer in Economy class), then (it should no longer be tolerated in the twenty-first century)

MC established (C7, P11)

Now obviously quite a few things can be said against the argument but remember, you should always try to see the **GOOD** in the argument **FIRST**, before proceeding to knock it down.

So while it might not be an extremely rigorous argument due to the various flaws that will be pointed out, the argument is largely a strong one. It is true, for example, that most of the time, in order to make 1st or Business class an attractive proposition, airlines have to make the Economy class look worse off by comparison (P3). This will then most probably lead to the conclusion that at least quite a sizeable number of passengers in the Economy class will suffer somewhat. While this doesn't necessarily guarantee the conclusion that the majority of passengers will suffer (some might actually find the leg room adequate – children for example!) and that therefore this practice should no longer be tolerated, it nonetheless makes quite a good argument for why the practice should no longer be tolerated due to the rather common-sensical premise in P3.

Remember: Just because it looks like an invalid deductive argument doesn't mean that the conclusion is automatically rejected. Always look to the **Principle of Charity** and see if the argument can be reconstructed as an **inductive** one instead and thus whether it is a strong argument.

Flaws in argumentation

Quite a variety actually.

For one, the disingenuous use of rhetoric (herded, massively inflated fares, social divisions etc) is perhaps best seen in the seemingly redundant 1st phrase (offering wealthier airline passengers the expensive option of flying First or Business class is an outdated and objectionable practice that perpetuates social divisions). If the author really thought it didn't matter, then it should not be given at all.

P8, P9, P10 and P11 also seem to be the most questionable premises of the lot.

P8 – the author seems to assume that the airlines only wish to expand the space of the First or Business class passengers while not being willing to give the number of Economy class passengers. This is not true. Example, there was a time when SIA chose to only have First or Business class on certain routes to the USA.

P9 and P10 – while it is probably true that comfort is compromised, health and safety doesn't seem so obviously lowered to the point that it causes suffering. Some could use DVT to argue in favour of the author here and this is an acceptable example but note that airlines do now have to obey certain regulations to ensure the health and safety of their passengers, such as the maximum number of passengers per square feet.

P11 – In order for P11 to be true, the author needs to hold the assumption that suffering is always and everywhere to be avoided. But this is clearly not true. If there is a more desired goal that can only be achieved via suffering, then some, if not many, people would actively choose the suffering. Examples: negative emotions, running a marathon, giving birth etc. In this particular case, one could actively choose to suffer the lower standards in comfort, health and safety of the Economy class so as to be able to fly to a distant country to meet one's friends or family.

Buller's argument

BC: "the theory that the human mind is still adapted to the prehistoric conditions that faced our hunter-gatherer ancestors" is to be rejected

B1: "pressures affecting natural selection have altered enormously as a result of the agricultural and industrial revolutions"

BSC1: The human mind has undergone "radical change" such that the human mind is no longer adapted to the prehistoric conditions that our hunter-gatherer ancestors faced (B1; weak or strong?)

B2: If BSC1, then BC (implicit)

BC established (BSC1, B2)

Author's counterargument

<p>MC: Buller is wrong (implicit)</p> <p>P1: "If Buller is right about this, it would mean that people in societies that have not undergone those revolutions... should be genetically different from the rest of us in their psychological wiring, unable to adapt to modern agricultural or industrial society, even if raised in it from birth"</p> <p>P2: But "all the evidence says that the human varies genetically, from race to race, to a vanishingly small degree, if at all"</p> <p>SC1: "Contrary to what Buller claims, we have not evolved cognitively in response to the societal and cultural changes of the last few thousand years" (P1-2; valid – modus tollens)</p> <p>MC established (SC1; valid)</p>	<p>(author is probably referring to the move from B1 to BSC1 given "this will have caused radical change")</p> <p>(problem: "genetically different" is not the same as "no longer adapted"</p> <p>(e.g. of adoption studies that the author has "ever read" – apply POC here to assume that the author has read many)</p>
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The problems in these arguments are not one of validity (the arguments are obviously valid) but in the truth-value of the premises.

1) P1 is supposedly a consequence of Buller's argument that rejects the said theory; specifically, the author is referring to the move from B1 to BSC1, i.e. that IF Buller's causal connection is right, then it results in this further consequence.

However, while Buller rejects the theory that says that the human mind is still adapted to the prehistoric conditions etc, what the author is claiming as a consequence of a theory is significantly different – "genetically different" is not the same as "no longer adapted". To say that they are the same is to create a strawman out of Buller's argument for he is probably unlikely to make the outrageous claim that we are genetically different from our prehistoric ancestors; no rational person who has studied a little bit of evolution would say that, much less someone who is supposedly a paleontologist or an authority in the field.

Furthermore, one can still be of the same genetic makeup as another and yet still be unable to adapt to a certain environment. For example, there was the 'Wolf boy' who grew up among wolves when he was very young and though he was recovered/ 'rescued' by the authorities some years later, he still found it difficult, even till very much later in his life, to adapt to modern, human, civil society because he had not grown up in it. Here is an example of a modern human being who is obviously not genetically different but who is nonetheless unable to adapt to modern society because he had grown up under different pressures. Hence, P1 is false and a misinterpretation, perhaps even a strawman, of Buller's original argument.

2) P2 is problematic because while the author seemed to have offered evidence to support his argument, his choice of evidence is suspect. It is not clear that adoption studies where infants are taken from preindustrial societies and raised in the industrialised world prove that Buller's argument (even assuming the truth of P1) is wrong. For the point in contention in P1 is that people in societies that have not undergone those revolutions should be genetically different, but in order for this point to make sense, it would have to refer to persons who have grown up in such societies in the first place, and not be whisked away to modern, industrialised societies while they were infants. If so, then they wouldn't have had the chance to even grow up without the pressures of modern, industrialised societies and so it should come as no surprise that such persons would show little to no genetic difference in mind at all from one who was born into a modern, industrialised society; there simply would not be enough time to even have that evolution take place in the first place.

Of course, the author could turn around and say that if there are any genetic differences, then the differences would show up regardless of whether the infants were whisked away or not for evolution takes place over a long time, and not over the course of a person's life, at least where genetic makeup is concerned. But since P1 is problematic, this rejoinder doesn't work.

Note: This passage and what it demands from you seem to run against the grain of what we normally practice – the Principle of Charity.

Markscheme for 2007 P2 SB Q4

Opp's argument

OC: "the start of the new millennium was celebrated a year too early"

O1: "Had the Romans, who devised the calendar, had a symbol for zero, they would and *should* have called the first year of the Christian or Common Era (AD/CE) 0 and not 1, in the same way as we do when we calculate a person's age"

O2: we should calculate decades, centuries and millennia like how we calculate a person's age

OC established (inductive: appeal to authority – O1; appeal to analogy – O2)

Author's argument

MC: "It is series B that is wrong, not A"

P1: we count pages of a book inclusively

P2: celebrating the new millennium is like the turning of the page

P3: Following the logic of counting by the opponent would result in Series C, not B

P4: But Series C is unintuitive (imp)

P5: "0 is not a unit of time" but "the dividing line between the two series, and is without duration"

MC established (P1-2 OR P3-4 OR P5? Unclear)

- Students obviously note that the author is presenting his opponent's argument for Series B (henceforth to be simply called Series B) and then his own argument for Series A (henceforth to be simply called Series A)
- Both arguments are actually arguing via an analogy:
 - o For Series A, there is an appeal to how the pages of a book are numbered, i.e. inclusively, where the tenth page is Page 10. Note how the author also equated the celebration of the new millennium as "the turning of the page", another example of the appeal to similarity with books.
 - o For Series B, an appeal is made to how we number a person's age – during someone's tenth year they are 9, not 10.
- Hence, the key point really should be deciding **which appeal to analogy is stronger** to decide whether the author has successfully refuted the opponent's argument
- How? The way to do this is to decide which of the 2 analogies bear **stronger similarities and/or share more crucial features** with the millennium example.
 - o Obviously the easiest way to do this is to note that both the millennium example and the birthday example count **the same thing**, i.e. years while the author's point about books counts **pages**, and hence do not share this crucial feature. It seems to make a lot more sense to follow an example that is **qualitatively** the same or similar rather than to follow the example of one which is qualitatively different. -> i.e. P1 and P2 to MC isn't as strong as the opponent's argument)
- Still, the author does make the point that "0 is not a unit of *time* at all" and "is simply the dividing line between the two series, and is without duration", i.e. P5. This is also instrumental to the question of which series is right as Series B makes the point that the first year of AD/CE should be year 0 rather than year 1.
 - o The author thinks that this is wrong on two counts (P1-P2 and P3-4). The latter is that if the Series B proponents are right, then it follows that "there should be a year 0 BCE for counting back, as in series C. But series C is absurd/unintuitive since "it would mean that the period from the start of 1 BCE to end of 1CE would be 4 years".
 - o On the first count (P1-2), not clear whether the author is right so let's just assume that it is for now.
 - o On the second count, however, it's not so clear that just because we find it absurd to have to hold that the period from the start of 1 BCE to the end of 1 CE would be 4 years that it necessarily is. One could of course argue for the author and say that the author's point that it does take 4 years between the start of 1 BCE and the end of 1 CE is right and that it does seem absurd since we normally do think that there are only 2 years between the start of 1 BCE and the end of 1 CE. However, perhaps we have just been so wrong in the

past and now that a new theory/explanation has come up, it may seem absurd at first but after some time, would be the obvious logical choice. An appeal to analogy can be made here by referring to the move from the Ptolemaic model to the Copernican model.

- The author's use of rhetoric should also be noted