

The College Board Advanced Placement Examination  
 UNITED STATES HISTORY  
 SECTION II

- DO NOT OPEN THIS INSERT UNTIL YOU ARE TOLD TO DO SO.
- Do not break the seal on the pink booklet until you are told to do so.
- Use this green insert to outline your answers and make notes, but do not write your answers in the green insert. They will not be scored.
- WRITE ANSWERS IN THE PINK BOOKLET ONLY.
- Use black or blue pen only.

Total reading and planning period for Part A, Question 1-15 minutes.

Part A consists of Question 1 (document-based question) which appears on pages 4-8.

You MUST answer this question.

Total writing time for document-based question-45 minutes

Part B consists of two questions (2 and 3) from which you will choose only ONE question to answer. Part B appears on page 9.

Suggested planning period for question in Part B -- 5 minutes.

Suggested writing period for question in Part B -- 30 minutes

Part C consists of two questions (4 and 5) from which you will choose only ONE question to answer. Part C appears on page 10.

Suggested planning period for question in Part C -- 5 minutes.

Suggested writing period for question in Part C -- 30 minutes

- Be sure to indicate, at the top of each page in the pink booklet, the question you are answering on that page by circling the appropriate question number.
- AFTER THE EXAM, YOU MUST CIRCLE YOUR QUESTION CHOICES ON THE BACK COVER OF THE PINK BOOKLET. FAILURE TO DO SO MAY DELAY YOUR GRADE.

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UNITED STATES HISTORY

SECTION II

Part A

(Suggested writing time -- 45 minutes)

Percent of Section II score -- 45

**READ THIS (2006): This is among the last of the older version DBQs using 14-16 documents with no expectation of outside information. It's best to use this DBQ sample using the current DBQ standards.**

**Directions:** The following question is based on the accompanying Documents A-Q. You will have 60 minutes to read and analyze the documents and answer the question.

This question tests your ability to work with historical documents. Your answer should be derived mainly from the documents. You may also refer to historical facts and developments not mentioned in the documents and may assess the reliability of the documents as historical sources where relevant to your answer.

1. To what extent and for what reasons did the policies of the federal government from 1865 to 1900 violate the principles of laissez faire, which advocated minimal governmental intervention in the economy? Consider with specific reference to the following three areas of policy: railroad land grants, control of interstate commerce, and antitrust activities.

## Document A

Source: Amasa Walker, an American economist, *The Science of Wealth: A Manual of Political Economy* (1866)

"Economically, it will ever remain true, that the government is best which governs least. The wants of a people are the sole proper, the sole possible, motives for production. Nothing can be substituted for them. Anything that seems to take their place is merely a debasement of them. The interests of producers, whether laborers or capitalists, secure, better than any other possible means, the gratification of such wants."

## Document B

Source: Daniel Knowlton, a New York City merchant, testimony before the Senate Committee on Education and Labor (September 27, 1883)

"Let us inquire for a moment what are the proper functions of government, and how far, if at all, it may interfere with the natural laws governing commerce, manufactures, and agriculture. Legitimate functions of government I conceive to be to maintain domestic tranquillity, defend the people from invasion, and protect them when traveling ... to which may be added a few other functions of kindred nature, leaving the individual enterprise untrammelled. For that purpose we maintain an Army, Navy, and civil courts. When these general functions are exceeded the result is generally injurious to the Government. It is better always to leave individual enterprise to do most that is to be done in the country."

## Document C

Source: United States government data (1960)

### NATIONAL POPULATION OF THE UNITED STATES AND FEDERAL GOVERNMENT EXPENDITURES AND DEBT: 1870-1900

Year	Population (millions)	Nonmilitary Federal Government Expenditures* (millions)	Federal Government Debt* Outstanding (billions)
1870	39.8	\$101	\$2.4
1880	50.1	120	2.1
1890	62.9	215	1.1
1900	76.0	290	1.3

\*Shown in "current dollars"; i.e., not adjusted for later inflation or deflation

## Document D

### TOTAL UNITED STATES LAND GRANTS TO RAILROADS

Source: United States government data (1968)

	Acreage of Grants (in millions)	Per Cent of State Area Granted
Alabama	2.7	8
Arizona	7.7	11
Arkansas	2.6	8
California	11.6	11
Colorado	3.8	6
Florida	2.2	6
Idaho	1.3	3
Illinois	2.6	7
Iowa	4.7	13
Kansas	8.2	16
Louisiana	1.4	4
Michigan	3.1	8
Minnesota	10.0	19
Mississippi	1.1	4
Missouri	2.3	5
Montana	14.7	16
Nebraska	7.3	15
Nevada	5.1	7
New Mexico	3.4	4
North Dakota	10.7	24
Oregon	3.7	6
Utah	2.2	4
Washington	9.6	22
Wisconsin	3.7	10
Wyoming	<u>5.8</u>	<u>9</u>
Total Acreage	131.5	Per Cent of Total Area of These States 10 25

## Document E

Source: Resolution adopted at a National Agricultural Congress of farmers' representatives in Indianapolis (May 28, 1873)

"WHEREAS, We recognize the railways of the country as an effectual means of developing its agricultural resources, and as having an interest, common and inseparable, with the country through which they pass; and,

"WHEREAS, We have in times past fostered and aided them by liberal charters and concessions, made by public and private parties, and still desire to encourage further development of the railway system; therefore,

"Resolved That a fair degree of reciprocity would suggest that corporations having a common interest and public aid, should, in their turn, endeavor to subserve the interest of the country through which they pass, by charging fair rates of freights, and by the equitable and just treatment of all localities along their lines."

## Document F

Source: *Congressional Record* (1876 and 1878)

Note: Although land already granted by Congress continued to be earned by railroads entitled to the grants, as their lines were completed, and although state governments continued to make grants, the Congress terminated its policy of grants to railroads in the 1870s. The following resolution was passed by the Forty-fourth Congress in 1876 and adopted as well by the Forty-fifth in 1878.

"Resolved, that in the judgment of this House, in the present condition of the financial affairs of the Government, no subsidy in money, bonds, public lands, endorsement, or by pledges of the public credit, should be granted by Congress to associations or corporations engaged or proposed to engage in public or private enterprises; and that all appropriations from the public Treasury ought to be limited at this time to such amounts only as shall be imperatively demanded by the public service."

## Document G

Source: J. K. Luttrell, Democratic congressman from California, speech in the House of Representatives (June 8, 1878)

" [At] the close of our great civil war,. . . unfortunately for the people and the Government, designing speculators gained control of the Congress of the United States, and the result was the granting or giving away to corporations and monopolies [millions of] acres of the public domain or lands of the people; territory greater in extent than Pennsylvania, Ohio, Kentucky, Tennessee, Indiana, Illinois, and Iowa....

"The people are groaning under the burdens of taxation heaped upon them by reckless and willful legislation upon the part of their Representatives, who have given to unscrupulous corporations. lands, bonds and money, until these corporations count their lands riot by acres, as our fathers did, but by square miles. . . . "

## Document H

Source: Jay Gould, railroad financier and official, testimony before the Senate Committee on Education and Labor (September 5, 1883)

"The giving of these land grants to railroads has not been an unmixed evil.... [T]he railroads have gone to work and instituted a system of settlement on those lands. They have advertised them and the Government never would have done that. They have gone and brought emigrants from the Eastern States and from foreign countries; and they have given the purchasers of their lands credit, and in many cases, in hard times, they have even furnished them a little capital.... So that though the Government seems to have given away enormous grants of land, yet if I as an individual had been the owner of that land, I would have been very glad to have done the same thing."

## Document I

Source: Charles Francis Adams, Jr., railroad official and expert, *Railroads: Their Origin and Problems* (1878)

"As an innovating force the railroad has ... developed one distinctive problem, and a problem which actively presses for solution.... [I]t has become apparent that the recognized laws of trade operate but imperfectly at best in regulating the use made of these modern thoroughfares by those who thus both own and monopolize them. Consequently the political governments of the various countries have been called upon in some way to make good through legislation the deficiencies thus revealed in the working of the natural laws. This is the Railroad Problem."

Note: Documents J and K pertain to the congressional debates of 1886-87 that resulted in enactment of the Interstate Commerce Act (1887). The act provided that:

- (1) all charges made by railways must be reasonable and just
- (2) pooling of traffic or revenues was unlawful
- (3) price discrimination between customers or localities was unlawful
- (4) long-haul, short-haul price discrimination was subject to the control of the Interstate Commerce Commission, a new administrative agency created by the act

### Document J

Source: United States Senate, Select Committee on Interstate Commerce, Report (January 18, 1886)

"[The United States has] the most efficient railway service and the lowest rates known in the world; but its recognized benefits have been attained at the cost of the most unwarranted discriminations, and its effect has been to build up the strong at the expense of the weak, to give the large dealer an advantage over the small trader, to make capital count for more than individual credit and enterprise, to concentrate business at great commercial centers, to necessitate combinations and aggregations of capital, to foster monopoly, to encourage the growth and expand the influence of corporate power, and to throw the control of the commerce of the country more and more into the hands of the few.

' . . . [I]t is the deliberate judgment of the committee that upon no public question are the people so nearly unanimous as upon the proposition that Congress should undertake in some way the regulation of interstate commerce. Omitting those who speak for the railroad interests, there is practically no difference of opinion as to the necessity and importance of such action by Congress.... The committee has found among the leading representatives of the railroad interests an increasing readiness to accept the aid of Congress in working out the solution of the railroad problem which has obstinately baffled all their efforts, and not a few of the ablest railroad men of the country seem disposed to look to the intervention of Congress as promising to afford the best means of ultimately securing a more equitable and satisfactory adjustment of the relations of the transportation interests to the community than they themselves have been able to bring about."

### Document K

Source: William C. Oates, Democratic congressman from Alabama, speech in the House of Representatives (January 20, 1887)

"This bill [the Interstate Commerce Act] is a long stride in the direction of paternal government, for by that theory this Government must protect and direct the business of all of the people of this country, and leave nothing to that independence and manhood which has distinguished Americans above the people of every other country on the face of the earth. .

"It [the government] should only interpose where necessary in order that great abuses may be prevented and justice administered among the people. The administration of justice between man and man, and the maintenance of good order, is all the business of Government. Further than that it should never, in my judgment, undertake to go. It should leave every man as much of his native freedom as is consistent with these two purposes of the Government."

## Document L

Source; Interstate Commerce Commission, *First Annual Report* (1887)

"The act to regulate commerce was not passed to injure any interests, but to conserve and protect. it had for its object to regulate a vast business according to the requirements of justice. Its intervention was supposed to be called for by the existence of numerous evils, and the Commission was created to aid in bringing about great and salutary measures of improvement.

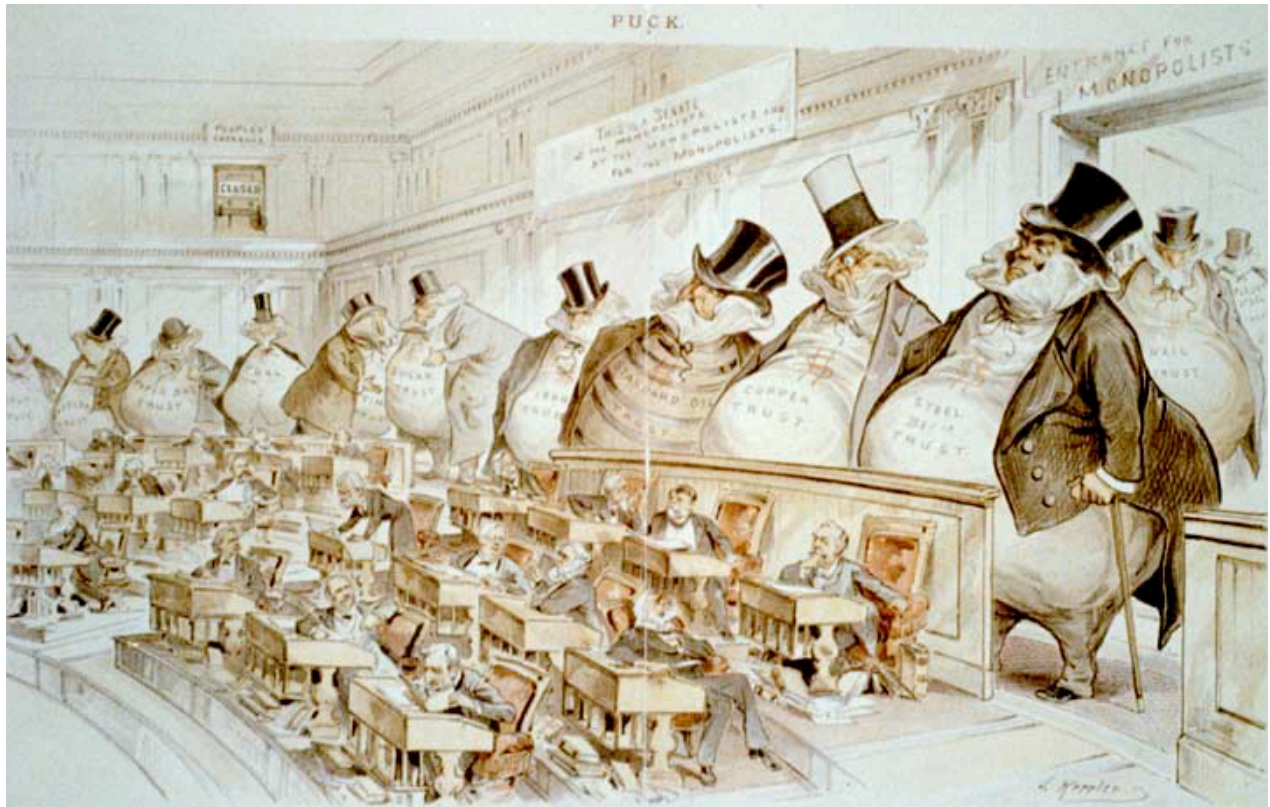
In some particulars, as we understand has also been the case with similar statutes in some of the States, it has operated directly to increase railroad earnings, especially in the cutting off of free passes on interstate passenger traffic, and in putting an end to rebates, drawbacks, and special rates upon freight business.

". . . The general results of the law have been in important ways favorable to both the roads and the public; while the comparatively few complaints that have been heard of its results are either made with imperfect knowledge of the facts, or spring from the remembrance of practices which the law was deliberately framed to put an end to."

Note: Documents M-Q pertain to the Sherman Antitrust Act, which was introduced in Congress by Senator John Sherman of Ohio. The principle of the act was stated in Section 1: "Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States, or with foreign nations, is hereby declared to be illegal. . . ." The Attorney General was directed to institute proceedings in the federal circuit courts against violators, who were subject to fines and imprisonment. The act was passed in the Senate by a vote of 52 to 1 and in the House unanimously, becoming law in July, 1890.

## Document M

Source~ Joseph Keppler, "Bosses of the Senate," *Puck* (1889)



**The Bosses of the Senate**

## Document N

Source: John Sherman, senator from Ohio, speech in the Senate (March 21, 1890)

"It is said that this bill [the Sherman Antitrust Act] will interfere with lawful trade, with the customary business of life. I deny it. It aims only at unlawful combinations. It does not, in the least affect combinations in aid of production where there is free and fair competition. It is the right of every man to work, labor, and produce in any lawful vocation and to transport his production on equal terms and conditions and under like circumstances. This is industrial liberty and lies at the foundation of the equality of all rights and privileges. "

## Document O

Source: President Grover Cleveland, Second Inaugural Message (1893)

"The existence of immense aggregations of kindred enterprises and combinations of business interests formed for the purpose of limiting production and fixing prices is inconsistent with the fair field which ought to be open to every independent activity. Legitimate strife in business should not be superseded by an enforced concession to the demands of combinations that have the power to destroy. . - To the extent that they [combinations] can be reached and restrained by Federal power the General Government should relieve our citizens from their interference and exactions. . . ."

## Document P

Source: Chief Justice M. W. Fuller, speaking for the Supreme Court in the case of *United States v. E. C. Knight Company*, a sugar refining company (1895)

"... The argument [of the counsel for the United States government] is that ... in the exercise of the power to regulate commerce [Congress] may suppress such [a manufacturing] monopoly directly and set aside the instruments which have created it....

"[The Court rules, however, that] the power to control the manufacture of a given thing involves in a certain sense the control of its disposition, but this is a secondary and not the primary sense.... Commerce succeeds to manufacture, and is not a part of it. The power to regulate commerce is the power to prescribe the rule by which commerce shall be governed, and is a power independent of the power to suppress monopoly

"... It was in the light of well-settled principles that the [Sherman Antitrust act of July 2, 1890 was framed. Congress did not attempt thereby to assert the power to deal with monopoly directly as such; or to limit and restrict the rights of corporations created by the States or the citizens of the States in the acquisition, control, or disposition of property... [What the law struck at was combinations, contracts, and conspiracies to monopolize trade and commerce among the several States or with foreign nations. . . ."

## Document Q

Source: United States government data (1960)

### MERGERS IN MANUFACTURING AND MINING: 1895-1900

<u>Year</u>	<u>Mergers</u>	Authorized Capitalization or Gross Assets of Firms Involved in Mergers ( <u>millions</u> )
1895	43	\$ 41
1896	26	25
1897	69	120
1898	303	651
1899	1,208	2,263
1900	340	442

Source: Hans B. Thorelli, *Federal Antitrust Policy: The Origination of an American Tradition* (1955)

### FEDERAL PROSECUTIONS INSTITUTED UNDER THE SHERMAN ANTITRUST ACT, 1890-1901

<u>Presidential Administration</u>	<u>Months in Office</u>	<u>Number of Cases</u>
Benjamin Harrison	32	7
Grover Cleveland	48	8
William McKinley	54	3

**END OF 1979 DBQ DOCUMENTS**