

# FOR TEACHERS ONLY

The University of the State of New York

REGENTS HIGH SCHOOL EXAMINATION

VOLUME  
**2 OF 2**  
DBQ

## GLOBAL HISTORY AND GEOGRAPHY

Friday, January 27, 2012 — 9:15 a.m. to 12:15 p.m., only

### RATING GUIDE FOR PART III A AND PART III B (DOCUMENT-BASED QUESTION)

Updated information regarding the rating of this examination may be posted on the New York State Education Department's web site during the rating period. Visit the site at: <http://www.p12.nysed.gov/apda/> and select the link "Scoring Information" for any recently posted information regarding this examination. This site should be checked before the rating process for this examination begins and several times throughout the Regents Examination period.

#### Contents of the Rating Guide

For **Part III A** Scaffold (open-ended) questions:

- A question-specific rubric

For **Part III B** (DBQ) essay:

- A content-specific rubric
- Prescored answer papers. Score levels 5 and 1 have two papers each, and score levels 4, 3, and 2 have three papers each. They are ordered by score level from high to low.
- Commentary explaining the specific score awarded to each paper
- Five prescored practice papers

General:

- Test Specifications
- Web addresses for the test-specific conversion chart and teacher evaluation forms

#### Mechanics of Rating

The procedures on page 2 are to be used in rating papers for this examination. More detailed directions for the organization of the rating process and procedures for rating the examination are included in the *Information Booklet for Scoring the Regents Examination in Global History and Geography and United States History and Government*.

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Albany, New York 12234

### Rating the Essay Question

- (1) Follow your school's procedures for training raters. This process should include:

*Introduction to the task—*

- Raters read the task
- Raters identify the answers to the task
- Raters discuss possible answers and summarize expectations for student responses

*Introduction to the rubric and anchor papers—*

- Trainer leads review of specific rubric with reference to the task
- Trainer reviews procedures for assigning holistic scores, i.e., by matching evidence from the response to the rubric
- Trainer leads review of each anchor paper and commentary

*Practice scoring individually—*

- Raters score a set of five papers independently without looking at the scores and commentaries provided
- Trainer records scores and leads discussion until the raters feel confident enough to move on to actual rating

- (2) When actual rating begins, each rater should record his or her individual rating for a student's essay on the rating sheet provided, *not* directly on the student's essay or answer sheet. The rater should *not* correct the student's work by making insertions or changes of any kind.
- (3) Each essay must be rated by at least two raters; a third rater will be necessary to resolve scores that differ by more than one point.

### Rating the Scaffold (open-ended) Questions

- (1) Follow a similar procedure for training raters.
- (2) The scaffold questions are to be scored by one rater.
- (3) The scores for each scaffold question must be recorded in the student's examination booklet and on the student's answer sheet. The letter identifying the rater must also be recorded on the answer sheet.
- (4) Record the total Part III A score if the space is provided on the student's Part I answer sheet.

**Schools are not permitted to rescore any of the open-ended questions (scaffold questions, thematic essay, DBQ essay) on this exam after each question has been rated the required number of times as specified in the rating guides, regardless of the final exam score. Schools are required to ensure that the raw scores have been added correctly and that the resulting scale score has been determined accurately.**

The scoring coordinator will be responsible for organizing the movement of papers, calculating a final score for each student's essay, recording that score on the student's Part I answer sheet, and determining the student's final examination score. The conversion chart for this examination is located at <http://www.p12.nysed.gov/apda/> and must be used for determining the final examination score.

**Global History and Geography**  
**Part A Specific Rubric**  
**Document-Based Question**  
**January 2012**

**Document 1**

**Purposes and Kinds of Roman Roads**

*Why did the Romans build roads?* The Romans considered a well-organized and efficient transportation system a basic element of proper administration; i.e. an indispensable element in creating and maintaining the Roman state. The earliest highways or main roads were constructed for the use of the military, and their economic benefit for civilians was a later byproduct and not the main reason for their creation. The military nature of the roads continued to be essential as Romans expanded into territory outside Italy. In the province of *Arabia Petraea* (which included what is now Jordan), the movement of troops and ease of communication for the army and Roman administration were the primary reasons for construction of the *Via Nova*, one of the many *viae militares* or military roads built in conquered provinces. However, smaller, shorter, and less well-constructed local roads (*actus*) or tracks (*callis*) also increased in territory after it was brought under Roman control. Nevertheless, the main public highways (*viae publicae*) normally began as military roads and only gradually evolved into civilian conduits [passageways].

Source: Virtual Karak Resources Project, An Appalachian College Association (adapted)

**1 Based on this excerpt from the Virtual Karak Resources Project, what was *one* way the Romans used roads to control their empire?**

**Score of 1:**

- States a way the Romans used roads to control their empire based on this excerpt from the Virtual Karak Resources Project

*Examples:* to maintain proper administration of the Roman state; to move troops; to maintain the security of the Roman Empire; to connect territories outside of Italy to Rome; to ease communication/for ease of communication for the army/Roman administration; to integrate new areas into the Roman Empire

**Score of 0:**

- Incorrect response  
*Examples:* there was a need for smaller/shorter/less well-constructed local roads; for civilian use; there were different kinds of roads
- Vague response  
*Examples:* they were passageways; the roads continued to be essential; movement and ease; transportation; economic benefits
- No response

## Document 2

...We can only marvel at the ability of the Sapa Inca [chief ruler] to control his vast domains, separated as they were not only by long distances, but by dramatic changes in altitude. Inca engineers developed a massive road system over some of the most rugged terrain on earth, a lattice [network] of highways and tracks that covered a staggering 19,000 miles (30,000 km). The Inca empire could never have been created without this communication system that carried important officials, government correspondence, entire armies, and all manner of commodities and trade goods. Road-building started long before Inca times, for earlier states like Chimor on the coast also needed to connect dense concentrations of farmers in widely separated valleys. But the Incas vastly extended the network. The resulting lattice was a conceptual framework for the *quipu* makers, who used the sequences of sites on the roads to relate different areas to one another. Anthropologist John Murra has called these roads the “flag” of the Inca state, for they were a highly visible link between the individual and the remote central government. The same lattice of communication helped define symbolic alignments, link sacred shrines to the Temple of the Sun in Cuzco, and even separate different groups of people living near the capital....

Source: Brian M. Fagan, *Kingdoms of Gold, Kingdoms of Jade: The Americas Before Columbus*, Thames and Hudson

### 2 According to Brian M. Fagan, what were *two* ways the Incas used roads to unify their empire?

#### Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* way the Incas used roads to unify their empire according to Brian Fagan  
*Examples:* as a communication system/to carry correspondence; to carry important officials *or* entire armies *or* all manner of commodities/trade goods; to connect farmers in widely separated valleys/connect different areas to one another; to extend the network of earlier states; to link the individual and the remote central government; to link sacred shrines to the Temple of the Sun in Cuzco; to link separate groups of people

**Note:** To receive maximum credit, two *different* ways the Incas used roads to unify their empire must be stated. For example, *as a communications system* includes the subset *to carry correspondence* and is the same way expressed in different words. In this and similar cases, award only *one* credit for this question.

#### Score of 0:

- Incorrect response  
*Examples:* they built the roads over some of the most rugged terrain on Earth; to be the flag of the Inca state; to separate farmers from the central government
- Vague response  
*Examples:* to connect; to make it easier for civilians; to extend the network
- No response

### Document 3a

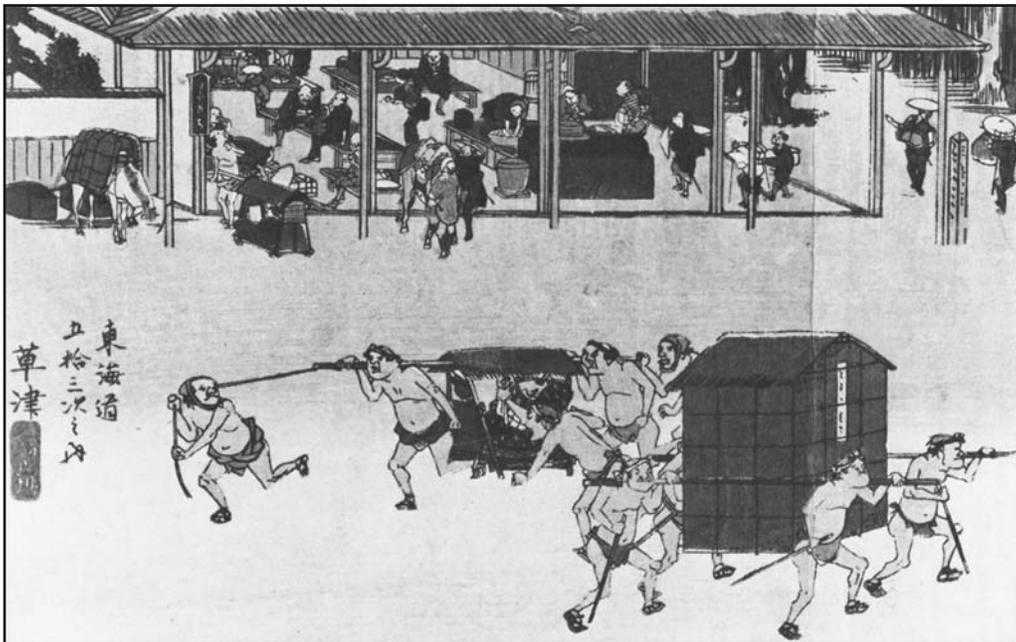
The Tokugawa shogunate realized the importance of maintaining contact with distant provinces within Japan. The Tōkaidō was its most important highway.

...Perhaps the most crucial use of the road was for governmental communication with the provinces. Official messengers traveled by foot, horseback (in wartime), and palanquin. The government used a system of relays for messengers, with reliefs at every seven *li* [3.9 km]. Government messengers had priority over any other type of traveler. They had first access to ferries at river crossings along the way, and could freely pass government road barriers at all times of the day or night. Private citizens were not allowed to travel at night; a series of barriers and checkpoints along the road kept them from doing so....

Source: Patricia J. Graham, "The Political and Economic Importance of the Tōkaidō," *Tōkaidō: Adventures on the Road in Old Japan*, University of Kansas Spencer Museum of Art (adapted)

### Document 3b

#### Relay Station: Hōeidō #53



...Here, a man is riding in a "fast palanquin," gripping a strap for fear of falling off. The bearers of these palanquins would change at the relay stations, but the rider transmitting the message would endure the grueling ride until he reached his destination and could transmit his secret message in person.

Source: Patricia J. Graham, "The Political and Economic Importance of the Tōkaidō," *Tōkaidō: Adventures on the Road in Old Japan*, University of Kansas Spencer Museum of Art (adapted)

### 3 According to Patricia J. Graham, what were *two* ways the Tokugawa controlled the use of the Tōkaidō Road?

#### Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* way the Tokugawa controlled the use of the Tōkaidō Road according to Patricia J. Graham

*Examples:* they set up a series of barriers/checkpoints; they did not allow private citizens to travel at night/citizens had restrictions on when they could travel/barriers and checkpoints were used to prevent private citizens from traveling at night; government messengers were permitted to freely pass government road barriers at all times of the day or night/were given priority over any other type of traveler/were given first access to ferries

**Note:** To receive maximum credit, two *different* ways the Tokugawa controlled the use of the Tōkaidō Road must be stated. For example, *private citizens were not allowed to travel at night* and *citizens had restrictions on when they could travel* are the same way expressed in different words. In this and similar cases, award only *one* credit for this question.

#### Score of 0:

- Incorrect response

*Examples:* official messengers traveled by foot/horseback/palanquin; there were relay stations; citizens could go anywhere, anytime; people could freely pass; palanquin riders transmitted secret messages; riders stayed in the palanquin until they reached their destination

- Vague response

*Examples:* roads were used by the government; there was travel at night; the road was crucial

- No response

## Document 4

### The Grand Canal of China

...The Grand Canal got more attention than other waterways because it was the main route to the capital city. Officials used it to travel to the court. Above all, its purpose was to carry grain from the south to the north. Taxes were paid in rice that was used to feed the court and pay the wages of workers and the army.

At times when the canal was neglected, the grain had to be taken north by sea. But sailing ships were exposed to storms and pirates. Even when steamships plied the coast, the grain continued to be carried on the Grand Canal until 1901, for this provided jobs for many people....

Source: Lyn Harrington, *The Grand Canal of China*, Rand McNally & Company

#### 4 According to Lyn Harrington, what are *two* reasons the Grand Canal was important to the Chinese?

##### Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* reason the Grand Canal was important to the Chinese according to Lyn Harrington  
*Examples:* it was a main route to the capital city; officials used it to travel to the court; it carried grain from the south to the north/it was used to transport grain/rice/goods; it provided jobs for many people; the canal helped those transporting goods avoid pirates *or* storms on the open seas/it was safer for transporting goods than the open seas; to transport rice paid as taxes to feed the court

**Note:** To receive maximum credit, two *different* reasons the Grand Canal was important to the Chinese must be stated. For example, *it was used to transport goods* and *its purpose was to carry grain from the south to the north* are the same reason expressed in different words. In this and similar cases, award only *one* credit for this question.

##### Score of 0:

- Incorrect response  
*Examples:* taxes paid in rice; steamships plied the coast; it got more attention than other waterways; to prevent floods; it was neglected
- Vague response  
*Examples:* it was a route; it was useful
- No response

## Document 5

### Tenochtitlán: Capital City of the Aztecs

- Tenochtitlán was crisscrossed by canals.
- Canals served as the major streets of the city.
- Merchant canoes carried goods to the city's major market, Tlatelolco.
- Tribute in the form of gold, silver, beautiful feathers, cocoa, bark paper, as well as victims for human sacrifice were brought into Tenochtitlán on the canals.

**5 Based on this document, state *one* way the canals were vital to the functioning of the Aztec capital of Tenochtitlán.**

#### Score of 1:

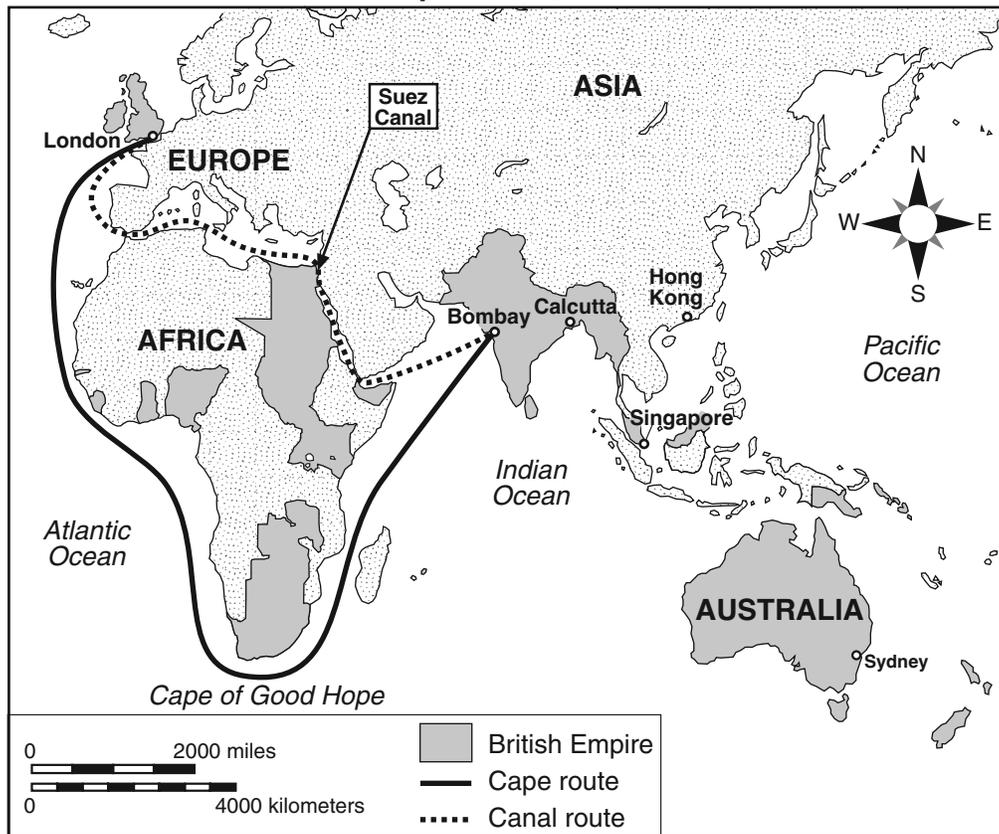
- States a way the canals were vital to the functioning of the Aztec capital of Tenochtitlán based on this document  
*Examples:* canals served as the major streets of the city; merchants were able to transport goods to the city's major market/Tlatelolco; tribute was brought into Tenochtitlán on the canals; gold/silver/beautiful feathers/cocoa/bark paper/victims for human sacrifice were brought into Tenochtitlán on the canals; crisscrossing canals connected the various areas of the city

#### Score of 0:

- Incorrect response  
*Examples:* the city's major market was Tlatelolco; Aztecs made human sacrifices; Tenochtitlán was crisscrossed
- Vague response  
*Examples:* it was useful; Aztecs demanded tribute; Tenochtitlán was the capital
- No response

**Document 6a**

**Steamship Routes, about 1914**



Source: Abrams and Thurston, *World Geography*, Iroquois Publishing (adapted) and Patrick K. O'Brien, ed., *Oxford Atlas of World History*, Oxford University Press (adapted)

**Document 6b**

<b>Shipping Distances between London and the East</b>		
	<u>Via the Cape</u>	<u>Via the Canal</u>
London-Bombay	19,755 km	11,619 km
London-Calcutta	22,039	14,970
London-Singapore	21,742	15,486
London-Hong Kong	24,409	18,148
London-Sydney	23,502	22,493

Source: Daniel R. Headrick, *The Tentacles of Progress: Technology Transfer in the Age of Imperialism, 1850–1940*, Oxford University Press (adapted)

**6 Based on these documents, state *one* way the Suez Canal improved Great Britain’s shipment of goods and troops to its empire in the East.**

**Score of 1:**

- States a way the Suez Canal improved Great Britain’s shipment of goods and troops to its empire in the East based on these documents

*Examples:* the Suez Canal shortened the trip/shipping distance between London and Bombay/Calcutta/ Singapore/Hong Kong/Sydney/the East; a steamship did not have to round Africa/Cape of Good Hope to get to parts of the empire in Asia/the East; it decreased the distance/time needed to travel to parts of the empire in Asia/the East; the shipping distance from London to Bombay dropped from 19,755 km via the Cape to 11,619 km via the canal; it provided a more direct route from London to Bombay

**Score of 0:**

- Incorrect response  
*Examples:* it increased the trip/distance between London and Bombay; steamship routes were lengthened; only Great Britain used the Suez Canal
- Vague response  
*Examples:* it provided steamship routes; there were shipping distances; they used technology; it was easier; it was shorter/it shortened it
- No response

## Document 7

General Moltke believed railroads would contribute to Otto von Bismarck's Prussian military efforts in the 1860s.

...The railroads offered new strategic opportunities. Troops could be transported six times as fast as the armies of Napoleon [1808–1812] had marched, and the fundamentals of all strategy, time and space, appeared in a new light. A country which had a highly developed system of rail communications gained important and possibly decisive advantages in warfare. The speed of the mobilization and of the concentration of armies became an essential factor in strategic calculations. In fact, the timetable of mobilization and assemblage, together with the first marching orders, henceforth formed the very core of the strategic plans drawn up by the military staffs in expectation of war....

Source: Hajo Holborn, "Moltke's Strategic Concepts," *Military Affairs* (adapted)

### 7 According to Hajo Holborn, why did General Moltke consider railroads to be strategically important to Bismarck's Prussian military efforts?

#### Score of 1:

- States a reason General Moltke considered railroads to be strategically important to Bismarck's Prussian military efforts according to Hajo Holborn  
*Examples:* troops could be transported quickly/troops could be transported six times as fast as the armies of Napoleon had marched/it lessened the time needed to transport troops; rail communications could give important/decisive advantages in warfare; it provided the ability to mobilize faster/to concentrate armies

#### Score of 0:

- Incorrect response  
*Examples:* Napoleon could not march far; mobilization was slow; it took longer to transport troops
- Vague response  
*Examples:* they were essential; they offered opportunities/new opportunities; it became fundamental
- No response

## Document 8

An enduring monument to British imperialism in India is the Indian railway system, which at the time of independence in 1947 had more track mileage than that of any European state and less than only the United States, Canada, and the Soviet Union. The first railway track was laid in India in 1850, and by 1915 India had better than forty thousand miles of track and approximately one hundred million railroad passengers per year. Indian railway building was supported by several powerful groups: British cotton manufacturers, for whom railways were a cheap and efficient way to get cotton to the coast for shipment to England; British industrialists, who supplied India with most of its rails, locomotives, moving stock [railroad cars], and equipment; colonial officials, who saw railroads as a way to move troops quickly to trouble spots and an essential part of the Indian postal system; and millions of Indians, who, rather to the surprise of the British, took to rail travel with great alacrity [enthusiasm]....

Source: Andrea and Overfield, *The Human Record: Sources of Global History*, Houghton Mifflin

### 8 According to Andrea and Overfield, what were *two* ways the British used railroads in India?

#### Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* way the British used railroads in India according to Andrea and Overfield

*Examples:* cotton manufacturers used railways to get cotton to the coast for transport/shipment to England; allowed British industrialists to make a profit by supplying materials for railroad construction/to make money by supplying India with rails/locomotives/moving stock/railroad cars/equipment; building railroads in India was profitable for British industrialists who supplied the rails/locomotives/moving stock/equipment; colonial officials transported/moved troops quickly by rail to trouble spots; to move mail within the Indian postal system; colonial officials used railroads to control the colony; to spread/extend British imperialism/to serve British imperialist goals

**Note:** To receive maximum credit, two *different* ways the British used railroads in India must be stated. For example, *it helped move troops quickly to trouble spots* and *military could get to problem areas quickly* are the same way expressed in different words. In this and similar cases, award only *one* credit for this question.

#### Score of 0:

- Incorrect response  
*Examples:* millions of Indians rode the rails with great enthusiasm; approximately 100 million railroad passengers used it between 1850 and 1915; India had better than forty thousand miles of track; British industrialists sent rails/locomotives/moving stock/railroad cars/equipment to India
- Vague response  
*Examples:* it was an enduring monument; they were the first railway tracks; it was supported by several powerful groups
- No response

## Document 9

...In tropical Africa the French were for a time the most enthusiastic railroad builders. In 1879, soon after beginning their penetration of the Western Sudan, they laid plans for a railroad from Senegal inland. Their first line was inaugurated in 1885 between Saint-Louis and Dakar, a distance of 163 miles. Another line, from Kayes on the Senegal River to Koulikoro on the upper Niger, was begun in 1881 and completed in 1906; this was primarily a military line whose purpose was to transport troops through unconquered territory. Yet another line, linking Konakry in French Guinea to the upper Niger, was built between 1899 and 1914, mostly for the export of natural rubber. After that the French did relatively little railroad building....

Source: Daniel R. Headrick, *The Tools of Empire: Technology and European Imperialism in the Nineteenth Century*, Oxford University Press (adapted)

### 9 According to Daniel R. Headrick, what was *one* reason the French built railroads in tropical Africa?

#### Score of 1:

- States a reason the French built railroads in tropical Africa according to Daniel R. Headrick  
*Examples:* to transport troops through unconquered territory/to transport the military; to export natural rubber; to link Saint-Louis and Dakar; to link Kayes on the Senegal River to Koulikoro on the upper Niger; to link Konakry in French Guinea to the upper Niger; to extend their penetration of Western Sudan; to extend control inland from Senegal; to connect places in French territory; to extend French imperialism

#### Score of 0:

- Incorrect response  
*Examples:* to import natural rubber to tropical Africa; to preserve unconquered territory
- Vague response  
*Examples:* they were enthusiastic railroad builders; it was technology; plans were made; to link things
- No response

**Global History and Geography**  
**Content Specific Rubric**  
**Document Based Essay**  
**January 2012**

**Historical Context:** Throughout history, various societies unified and controlled regions using transportation systems. These systems include *roads, canals, and railroads*.

**Task:** Select *two* transportation systems mentioned in the historical context and for *each*

- Explain how various societies unified *and/or* controlled regions by using the transportation system

**Do not use road systems, canal systems, or railroad systems found within the United States in your response.**

**Scoring Notes:**

1. The response to this document-based question should select *two* transportation systems and explain how *at least two* (various) societies unified *and/or* controlled regions by using a transportation system.
2. The same society may be used to explain both transportation systems, e.g., Great Britain may be used for both railroads and canals.
3. Societies not specifically mentioned in the documents may be included as outside information in the explanation, e.g., the Soviet Union's use of the Trans-Siberian Railroad to unify the country.
4. Transportation systems not specifically mentioned in the documents may be included as outside information in the explanation of their use to control the region, e.g., the Silk Roads in Asia and the Panama Canal in Central America.
5. The response may explain how societies used a transportation system to unify a region, control a region, or both unify and control a region.
6. The response may also include an explanation of how a region's loss of control enabled outside groups to use the transportation system to invade the region, e.g., how Germanic tribes used Roman roads to invade and eventually control parts of the Roman Empire.
7. A description of how the transportation system was employed does not in itself address the task.
8. Only two transportations systems should be chosen from the historical context. If three transportation systems are discussed, only the first two can be rated.
9. For the purposes of meeting the criteria of using *at least four* documents in the response, documents 3a, 3b, 6a, and 6b may be considered as separate documents *if* the response uses specific facts from *each* document.

**Score of 5:**

- Thoroughly develops the task evenly and in depth by explaining how various societies unified and/or controlled a region for *each* of *two* transportation systems
- Is more analytical than descriptive (analyzes, evaluates, and/or creates\* information), e.g., *roads*: explains how the Romans and Incas used road systems to unify and maintain their empires through a military presence, improved communication, and the distribution of goods, as well as how the roads provided Roman and Inca enemies a path for potential destruction; *canals*: explains how the Chinese and Aztecs used canals to control regions by carrying taxes and tribute to their respective capitals and how maintaining the canals and keeping the canals secure in these regions increased their ability to supply needed goods to their peoples
- Incorporates relevant information from *at least four* documents (see Key Ideas Chart)
- Incorporates substantial relevant outside information related to transportation systems (see Outside Information Chart)
- Richly supports the theme with many relevant facts, examples, and details, e.g., *roads*: “all roads lead to Rome”; Appian Way; way stations, Cuzco; chasquis; quipu; *canals*: Grand Canal; carrying rice from the south to the north in China; Han Dynasty; Tenochtitlán; silver; gold; feathers
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that are beyond a restatement of the theme

**Score of 4:**

- Develops the task but may do so somewhat unevenly by explaining how various societies unified and/or controlled a region for *one* transportation system more thoroughly than how various societies unified and/or controlled a region for the *second* transportation system
- Is both descriptive and analytical (applies, analyzes, evaluates, and/or creates\* information), e.g., *roads*: links Roman and Inca roads to the movement of troops and government correspondence throughout the empires and explains the importance of roads to the government’s ability to maintain control; *canals*: links the Chinese and Aztec use of canals for the distribution of food and wealth to the importance of maintaining the security of the canals and keeping control in these regions
- Incorporates relevant information from *at least four* documents
- Incorporates relevant outside information
- Supports the theme with relevant facts, examples, and details
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that are beyond a restatement of the theme

**Score of 3:**

- Develops the task with some depth by explaining how various societies unified and/or controlled a region for *each* of *two* transportation systems
- Is more descriptive than analytical (applies, may analyze and/or evaluate information)
- Incorporates some relevant information from some of the documents
- Incorporates limited relevant outside information
- Includes some relevant facts, examples, and details; may include some minor inaccuracies
- Demonstrates a satisfactory plan of organization; includes an introduction and a conclusion that may be a restatement of the theme

**Note:** If the task for *one* transportation system is thoroughly developed, evenly and in depth, and the response meets most of the other Level 5 criteria, the overall response may be a Level 3 paper.

**Score of 2:**

- Minimally develops the task by explaining how various societies unified and/or controlled a region for *each* of *two* transportation systems *or* develops the task in some depth by explaining how various societies unified and/or controlled a region for only *one* transportation system
- Is primarily descriptive; may include faulty, weak, or isolated application or analysis
- Incorporates limited relevant information from the documents *or* consists primarily of relevant information copied from the documents
- Presents little or no relevant outside information
- Includes few relevant facts, examples, and details; may include some inaccuracies
- Demonstrates a general plan of organization; may lack focus; may contain digressions; may not clearly identify which aspect of the task is being addressed; may lack an introduction and/or a conclusion

**Score of 1:**

- Minimally develops the task by mentioning how various societies unified and/or controlled a region
- Is descriptive; may lack understanding, application, or analysis
- Makes vague, unclear references to the documents *or* consists primarily of relevant and irrelevant information copied from the documents
- Presents no relevant outside information
- Includes few relevant facts, examples, or details; may include inaccuracies
- May demonstrate a weakness in organization; may lack focus; may contain digressions; may not clearly identify which aspect of the task is being addressed; may lack an introduction and/or a conclusion

**Score of 0:**

Fails to develop the task or may only refer to the theme in a general way; *OR* includes no relevant facts, examples, or details; *OR* includes only the historical context and/or task as copied from the test booklet; *OR* includes only entire documents copied from the test booklet; *OR* is illegible; *OR* is a blank paper

\*The term *create* as used by Anderson/Krathwohl, et al. in their 2001 revision of Bloom's *Taxonomy of Educational Objectives* refers to the highest level of the cognitive domain. This usage of create is similar to Bloom's use of the term *synthesis*. Creating implies an insightful reorganization of information into a new pattern or whole. While a Level 5 paper will contain analysis and/or evaluation of information, a very strong paper may also include examples of creating information as defined by Anderson and Krathwohl.

**Roads**—How various societies unified or controlled a region using roads

	<i>Key Ideas from Documents 1–3</i>	<i>Relevant Outside Information</i> (This list is not all-inclusive.)
<b>Rome</b>	<p><b>Doc 1</b>—Helped maintain proper administration for territories brought under Roman control</p> <p>Moved troops and allowed for ease of communication for the army and Roman administration</p>	<p>Helped sustain Rome by allowing transport of goods and tribute to the capital</p> <p>Helped spread Roman culture and ideas to conquered territories, thus increasing cultural unity (Christianity, law)</p> <p>Facilitated long-distance trade</p> <p>Became a pathway for the overthrow of the emperor of the western Roman Empire as a result of diminishing control of roads (Germanic tribes)</p>
<b>Inca</b>	<p><b>Doc 2</b>—Created a communication system that carried important officials, government correspondence, entire armies, commodities, and trade goods</p> <p>Served as a highly visible link between the individual and the remote central government</p> <p>Linked sacred shrines to the Temple of the Sun in Cuzco</p> <p>Connected farmers in widely separated valleys</p>	<p>Helped transport troops to put down rebellions</p> <p>Limited the movement of people along Inca roads to those with government permission</p> <p>Linked isolated regions in the Andes Mountains, using way stations that acted as inns and supply depots for messengers and the army</p> <p>Employed a system of chasquis who served as messengers and aided in communication</p> <p>Connected areas from Ecuador in the north to Chile in the south helping to overcome the geographic barriers</p> <p>Became a pathway for conquest by the Spanish</p>
<b>Tokugawa</b>	<p><b>Doc 3</b>—Helped governmental communication within the provinces</p> <p>Helped official messengers to travel by foot, on horseback, and by palanquin</p> <p>Gave government messengers priority with first access to ferries and free passes through road barriers at all times</p> <p>Maintained barriers and checkpoints that kept private citizens from traveling at night</p> <p>Developed a system of relay stations to ensure the speedy delivery of information</p>	<p>Helped the shogun track the movement of the daimyo (nobility) through checkpoints as they met residency requirements in Edo</p> <p>Helped follow the movements of groups of samurai (warriors), who were viewed as potential threats to the shogun’s power</p> <p>Helped to overcome geographic obstacles to unity</p> <p>Connected major port towns located along the seacoast</p> <p>Controlled private citizens by requiring them to carry travel documents on the roads</p>

**Canals**—How various societies unified or controlled a region using canals

	<i>Key Ideas from Documents 4–6</i>	<i>Relevant Outside Information</i> (This list is not all-inclusive.)
<b>China</b>	<p><b>Doc 4</b>—Provided a main route to the capital city</p> <p>Allowed officials to travel to the court</p> <p>Helped empire remain strong by moving grain from south to north</p> <p>Allowed for collection of taxes paid in rice to feed the court and pay the wages of workers and the army</p> <p>Allowed ships to avoid ocean storms and pirates on the coastal seas</p> <p>Provided jobs for many people</p>	<p>Extended imperial rule (administrative and military)</p> <p>Provided for transportation of resources to maintain military presence for protection of the north</p> <p>Connected Hangzhou in the south to centers in the north (Beijing) helping to unify the East</p> <p>Linked the Huang He and Yangzi Rivers that ran from west to east</p> <p>Continued use as a supply route and extension by Mongol conquerors (Yuan Dynasty)</p> <p>Strengthened the economy and government</p>
<b>Aztec</b>	<p><b>Doc 5</b>—Carried goods to city’s major market, Tlatelolco</p> <p>Provided a way to transport tribute (gold, silver, feathers, cocoa, bark paper) and victims for human sacrifice to the capital</p> <p>Connected various areas of the city</p>	<p>Allowed canoes carrying passengers and goods from the shores of Lake Texcoco to enter the island city</p> <p>Brought food from the chinampas to the markets</p> <p>Used for defensive measures making it difficult for enemies to attack (Spanish)</p>
<b>Great Britain</b>	<p><b>Doc 6</b>—Reduced travel time and distance for British steamships between London and other cities of the Empire (Bombay, Calcutta, Singapore, Hong Kong, Sydney)</p>	<p>Saved fuel and offered greater security in travels between the British Isles and East Asia</p> <p>Encouraged British to maintain influence in Egypt until the early 1950s</p> <p>Connected the Atlantic and Indian Oceans through the Mediterranean Sea and the Red Sea</p> <p>Provided quicker access to the economic potential of colonies (resources, markets)</p>

**Railroads**—How various societies unified or controlled a region using railroads

	<i>Key Ideas from Documents 7–9</i>	<i>Relevant Outside Information</i> (This list is not all-inclusive.)
<b>Germany</b>	<p><b>Doc 7</b>—Could be used in Bismarck’s military efforts to unify Germany</p> <p>Could help transport troops six times faster than Napoleon’s armies could march</p> <p>Could increase the speed of mobilization and increase the ability to concentrate armies</p> <p>Could make strategic calculations and timetables of military staffs more precise</p>	<p>Helped win wars to unify German states (Denmark, Austria, France)</p> <p>Helped Germany increase its industrial capacity</p> <p>Used in an attempt to stop a two-front war (Schlieffen Plan)</p> <p>Hoped to increase German trade with the Ottoman Empire (construction of the Berlin-to-Baghdad railroad)</p>
<b>Great Britain</b>	<p><b>Doc 8</b>—Provided British manufacturers with cheap and efficient transport for Indian cotton</p> <p>Provided colonial officials with the ability to move troops quickly to trouble spots in India</p> <p>Served as an essential part of the Indian postal system</p>	<p>Helped expand the empire in Africa (led to attempt to construct a Cape Town-to-Cairo railroad to ship resources and mobilize troops)</p> <p>Used centralized planning to link major cities in India</p> <p>Used as a method by imperial powers to exercise control over colonies</p> <p>Helped spread British culture throughout its colonies</p> <p>Connected resources such as diamonds and coffee in other colonies to coastal ports for transport to Great Britain</p>
<b>France</b>	<p><b>Doc 9</b>—Transported troops through unconquered territory in Africa</p> <p>Aided in export of natural rubber</p> <p>Connected communities in different areas and on different rivers</p>	<p>Aided in expansion of French control across North Africa</p> <p>Used to impose a political presence on colonies</p> <p>Helped to link the interior to coastal ports in North Africa</p>

Throughout history, civilizations have been forced to cope with the ruggedness of our planet, and the problems it poses to transportation of people, goods, and ideas. Societies have used various means to facilitate travel, and ~~two~~<sup>two</sup> of the most important are roads and railways. Roads have been built for thousands of years, used as a means of interconnection, commerce, imperial conquest, and social and political unity. Railways arrived on the world scene only in the past few centuries, but resulted in massive changes, including increased colonialism, greater wartime efficiency, and faster transporting of goods. Roads and railroads have both had huge impacts on world history, as societies used them to unify and control their lands.

Roads were among the first public work projects ever. With the advent of the wheel came the need for a relatively smooth, and, if possible, level, surface for it to roll on. Societies such as Assyria used wheel technology and roads to expand their trading networks, as well as to conquer and later control their empires. The Assyrians used the roads like the Royal Road to improve communication and deliver essential goods. After they incorporated territories into their empires, they used the roads to maintain a military presence. Societies with roads enjoyed better economic relationships and political unity. Roads were used as a means of transport for troops, goods, and cultural diffusion. The Romans are an excellent example of this. The Roman road system, parts of which still exist today, more than 1500 years after the fall of ~~Roman~~<sup>Rome</sup>, formed the backbone of the huge empire; the bureaucracy which was needed to operate such a vast empire, could not have functioned without the vital highways that carried the Roman legions and connected the many provinces to Rome itself (Pop. 1). Rome lasted as long as it did partially because of the road system. It brought prosperity to the empire by being a means to conquer other places. The Roman legions moved on the roads and carried the

wealth and treasures from the newly conquered areas back to Rome. This brought wealth and pride to Rome, unified the empire, and helped make the people more content, creating more unity and control. Later roads were used by traders and travelers who spread ideas and increased wealth. Ironically, these same roads helped lead to Rome's fall as they provided the northern invaders a well-traveled route into Rome. Likewise, the Inca road system, an astounding network that connected the empire despite the formidable slopes of the Andes with an estimated 19,000 miles of road (Doc. 2) was used to unite holy sites across the land, get the Incan armies when the trouble was as fast as possible, and convey information to and from Cuzco. The Incas unified people by carrying messages with the use of runners. Using quipus, knotted string, the runners brought this information and requests from the government to other areas so that food could be stored and moved to prevent famine. In Japan, the Tokugawa shogunate also used roads to transport their military and monitor the daimyo. In addition, the Japanese, similar to the Inca, went on to impose regulations on road travelers, bringing a common rule along the whole (Doc. 3) system. Roads have remained an integral part of society from the start of civilization to the modern era. Today, literally billions of people use roads each day in societies around the world. They have served as a means of unification for people and governments for thousands of years.

Railroads, although a new arrival on the world stage compared to roads or canals, have changed the world. Railroad building took off following the industrial revolution, when societies like Britain, Germany, and the United States had both the technology and the materials to build and lay down both locomotives and tracks. The advantages of rail lines were huge. People and supplies could be transported rapidly over great distances. Britain for example used rail lines to transport raw materials, particularly coal to <sup>their</sup> factories.

This allowed British factories to move away from water power and increased the productivity of factories. This greatly improved domestic efficiency in times of peace, allowing for more rapid transport of goods, and greater travel and unity for people, but specifically in times of war. In Germany, in the mid to late 19<sup>th</sup> century, the military command advocated strongly for rail lines, as they could be used to transport troops six times faster than the armies of Napoleon had marched half a century earlier (Doc. 7). One of the reasons Russia was able to fight the Japanese in the Russo-Japanese War over territories in East Asia was because of the Trans-Siberian Railroad. If the railroad had had more than one line, the outcome of the war against the industrialized Japan might have turned out differently. Unfortunately, the railroad system in Russia did not help the Russians defeat the Japanese or gain control of Manchuria. In Africa, at the height of colonialism, railroads were a means of both expansion and control. Colonial officials and troops could be transported into the heart of Africa rapidly, and could set up colonial governments there. In the event of rebellion or other trouble, troops could be quickly mobilized and moved to put down the unrest. The French utilized the railroad heavily in the late nineteenth and early twentieth centuries in their colonial holdings in Africa, both to transport troops and export raw materials like rubber (Doc. 9). The British made railroads in India remain as a positive impact of British rule. The lines unified the huge and diverse subcontinent. As in other areas, the British used the rails to improve transport of troops and materials, and the native <sup>populace</sup> ~~troops~~ used it to travel and (Doc. 8) connect with other Indians. Today, railroads are still important, particularly in India and Europe. In both areas, millions use the rails each year as a means of cheap, fast, public transport. In the modern era, trains in countries including Japan, France, and Germany, can travel almost 200 miles per hour, making it

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Anchor Paper – Document–Based Essay—Level 5 – A

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relatively easy to get from one place to another, across a civilization). Railroads drastically increased the efficiency of transport in the civilizations advanced enough to build them. Railroads in the past and even today connect people and governments together by allowing people to travel long distances.

Connection through infrastructure is one of the main themes of history. If people can travel within their country and to foreign lands, they will form bonds and find common ground. Roads and rails facilitated transport to such an extent that civilizations with them could achieve <sup>a</sup> unity unseen elsewhere, even over vast distances of rugged terrain. Civilian transport resulted in unity, and government usage of faster transport systems led to greater control, as militaries moved faster and bureaucrats were able to communicate and coordinate across their land. Imperial expansion, unity, and control were all made possible through the use of transportation systems such as roads and railroads.

## Anchor Level 5-A

### **The response:**

- Thoroughly develops the task evenly and in depth by explaining how various societies unified and controlled regions by using roads and railroads
- Is more analytical than descriptive (*roads*: societies with roads enjoyed better economic relationships and political unity; the bureaucracy, which was needed to operate the vast Roman Empire, could not have functioned without the vital highways that connected the many provinces; connected the Inca Empire despite the formidable slopes of the Andes; the Japanese, similar to the Inca, imposed regulations on road travelers, bringing a common rule along the whole road system; *railroads*: greatly improved domestic efficiency in times of peace, allowing for a more rapid transport of goods, greater travel, and unity for people; if the railroad had been more developed, the outcome of Russia's war against industrial Japan might have turned out differently; colonial officials and troops could be transported rapidly into the heart of Africa to put down unrest)
- Incorporates relevant information from documents 1, 2, 3, 7, 8, and 9
- Incorporates substantial relevant outside information (*roads*: societies, such as Assyria, used wheel technology and roads to expand their trading networks; the Assyrians used roads to improve communications and deliver essential goods; Roman legions used roads to carry wealth and treasures from the newly conquered areas back to Rome; ironically, the same roads helped lead to Rome's fall as they provided the northern invaders a well-traveled route into Rome; using quipu, knotted string, the runners brought information and requests from the government to other areas; *railroads*: Great Britain used them to transport raw materials, particularly coal, to their factories; the railroad system in Russia did not help the Russians defeat the Japanese or gain control of Manchuria)
- Richly supports the theme with many relevant facts, examples, and details (*roads*: Royal Road of Assyria; united Inca holy sites; got the Inca armies where the trouble was; conveyed information to and from Cuzco; Tokugawa used them to transport their military and monitor the daimyo; *railroads*: German military command advocated strongly for them; transported troops six times faster than the armies of Napoleon had marched; Trans-Siberian Railroad; French used them to export raw materials, such as rubber; British used them to unify the huge and diverse subcontinent)
- Demonstrates a logical and clear plan of organization; includes an introduction that states the development of transportation has been a way for civilizations to deal with the problem of coping with the ruggedness of our planet and a conclusion that summarizes how the development of transportation systems lead to greater control and unity

**Conclusion:** Overall, the response fits the criteria for Level 5. Comparisons about transportation systems between societies such as the Inca and Tokugawa Japan, the connection of railroads in colonial India to those of today, and the recognition that transportation systems not only helped unify and control regions but also provided the means for loss of control is sophisticated. Linkages between document information and historical settings are effective.

As governments developed in the ancient empires, the rulers needed ways to communicate with their people. The Romans, the Incas, and the Japanese successfully built roads for political centralization and control of their empires. After the Industrial Revolution, societies in the 1800's and 1900's built railroads to control their lands. Empires and countries have used transportation technology to unify territories and to maintain control.

Most of the early empires followed policies of conquest, therefore the roads were needed to control and unite the people. One of the primary uses of the Roman Road system was military transportation (doc 1). The Roman Army transported its troops to three different continents, expanding its empire. They were able to send their troops to vulnerable areas to stop invasions and put down rebellions. Ideas and products such as Christianity and silk, traveled on the Roman roads. In addition the roads helped create the Roman Golden Age of Pax Romana due to the cultural diffusion and a period of peace. Since the Incan Empire existed over a large amount of land, the roads were necessary to unify the people and protect them (doc 2). With only a small portion of the population being government officials, they needed to travel around to deliver messages. These roads were built in very extreme conditions on some of the highest mountains in the world. Government messengers would cross long distances without the use of the wheel. These messengers brought orders from the Inca government to the people. Trade also flourished on the roads due to

military protection, which in turn strengthened the empire and decreased the possibility of rebellion. The Tokugawa Shogunate in Japan issued the Edict of 1635 which closed off Japan to most foreigners. The Tokugawa then developed an internal system of transportation based on roads. The Imperial government used them to control their citizens with checkpoints and limitations on when they could travel (doc 3). The daimyo used the roads to return to their home districts to conduct government business. Merchants used coastal ports located near roads to move goods such as rice to cities like Edo. The strict Japanese government made sure that the people followed protocol on these roads. The use of roads allowed the shogun and daimyo to bring about a period of peace and prosperity.

Railroads developed in the 1700's. They were used to industrialize, trade, and to establish and maintain government control. This can be seen in Britain, the first country to industrialize, and also in Germany. The Prussians began unification of Germany during the 1800's and General Moltke believed that the railroads were necessary for military victory (doc 1). Bismarck's policy of blood and iron meant that unification could be found through war and industrialization; Bismarck's three wars against Denmark, Austria, and France prior to unification were facilitated by railroads and the rapid mobilization they offered. A unified Germany expanded its industries with the help of railroads. Coal and iron from the Ruhr Valley was sent by rail to factories. This strengthened Germany's economy. The British also took advantage of the Industrial Revolution and

installed railways in their colony of India during the 1800's (doc 8). The military used the system of rails to control dissidents by sending troops to troubled areas. Also the system was used to take advantage of India's abundant supplies of cotton, tea, and other products and transport them. The British put in the railroads for control and profit; however, the railroads also served as a unifying force among the Indians. Before the railroads, many Indians lived in isolated areas with little connection to other cities and often spoke different languages. The railroads helped bring these diverse people together and helped unite the Indians in their fight against the British for independence. In the colonization of Africa, the French established railroads to take advantage of Africa's desired resources such as rubber (doc 9). Due to the racial motives of Social Darwinism, the Europeans controlled their colonies without much concern for the well-being of the natives. The French and the British took raw materials from the Africans using the railroads they constructed. This was done by France and Britain to strengthen their empires.

In more recent history aviation and automobiles have changed the way nations maintain control over their territories and people. As technology has changed, the ability to control areas, the use and control of resources and shipping of goods has led to shifts in power. Troops and military equipment may be moved by rail or air or roads depending on where they are needed. Transportation systems are of vital importance for unification and maintaining control.

## Anchor Level 5-B

### The response:

- Thoroughly develops the task evenly and in depth by explaining how various societies unified and controlled regions by using roads and railroads
- Is more analytical than descriptive (*roads*: they were needed to control and unite the people as most early empires followed policies of conquest; since the Inca Empire controlled a large amount of land, they were necessary to unify and protect the people; trade flourished on Inca roads due to military protection which strengthened the empire and decreased the possibility of rebellion; *railroads*: the British took advantage of the Industrial Revolution to install railways in India; the British military used the system of rails to control dissidents; before the railroads, many Indians lived in isolated areas with little connection to other cities)
- Incorporates relevant information from documents 1, 2, 3, 7, 8, and 9
- Incorporates substantial relevant outside information (*roads*: used by Romans to transport troops to three different continents; ideas and products such as Christianity and silk traveled on Roman roads; they helped create the Roman Golden Age of Pax Romana due to cultural diffusion and a period of peace; Inca government messengers would cross long distances without the wheel; merchants used coastal ports located near roads to move goods such as rice to cities like Edo; use of roads allowed the shogun and daimyo to bring about a period of peace and prosperity; *railroads*: Bismarck’s policy of “Blood and Iron” meant that unification could be found through war and industrialization; Bismarck’s wars against Denmark, Austria, and France were facilitated by the railway and the rapid mobilization it offered; coal and iron from the Ruhr Valley was sent by rail to factories, which strengthened Germany’s economy; they helped bring diverse people together and united the Indians in their fight against the British for independence)
- Richly supports the theme with many relevant facts, examples, and details (*roads*: one of the primary uses of the Roman road system was military transportation; Inca government officials used them to deliver messages; the Inca roads were built in extreme conditions on some of the highest mountains; Japan used them to control their citizens with checkpoints and limitations on travel; *railroads*: the Prussians began unification and General Moltke believed that railroads were necessary for victory; the British used them to send troops to trouble areas in India; used to take advantage of India’s abundant supplies of cotton, tea, and other products; in the colonization of Africa, the French established them to take advantage of Africa’s resources)
- Demonstrates a logical and clear plan of organization; includes an introduction that states how the development of roads and railroads helped societies control their empires and a conclusion that discusses how the skill of controlling land increases as technology improves

**Conclusion:** Overall, the response fits the criteria for Level 5. A brief historical chronology of the development of transportation systems sets the stage for a comprehensive and analytical response. Insightful explanations of outside information enhance the interpretation of document information and contribute to a meaningful discussion.

From the age of the classical empires to the era of imperialism, societies have consistently utilized the construction of transportation systems to facilitate the movement of people, goods and ideas. Transportation systems promote communication within a society, assisting both administration and unification. Empires that developed prior to the Age of Exploration such as the Roman and Incan Empires constructed vast networks of roads as one of the earliest forms of transportation systems. After the waves of nationalism generated by the conquests of Napoleon in the late 1700s, many nations in the 1800s began to view transportation systems as a means toward political unification and colonization. Particularly following the Industrial Revolution, which introduced large expanses of railroad systems, societies administered, traded and communicated within their realms with increased ease. Although all societies utilized roadways as a way of promoting commerce, trade, and effective administration, railroads became the dominant transportation system following the Industrial Revolution because of increased speed in travel.

The Romans created one of the largest land empires of the classical period. The administration of the empire's extensive domain was conducted through a complex network of roadways. The Roman military traveled along these roads frequently, not only asserting control over the empire, but also unifying it. Troops and lines of communication of the army traveled along these routes in a realm that had been generated through military conquest. A well supplied military with efficient communication systems was essential to a territory that subjugated many people of diverse origins who were often unhappy with Roman rule. Rome would force many of the different ethnicities to swear allegiance to the Roman emperor and sometimes even force them to pray to the Roman gods. People who didn't were often punished by death. These roads later evolved into civilian conduits

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with economic benefits increasing interaction and commerce within the empire. This not only strengthened the empire by promoting trade but it also helped to unify the empire by diffusing ideas throughout the empire. [Doc 1] The Tokugawa Shogunate controlled its territory by using its roads as a source of governmental communication within its provinces. Official messengers traveled to many parts of Japan, carrying administrative orders and messages. Control over the Tokaido Road was established through the use of relay systems, barriers, and checkpoints. [Doc 3a, 3b] In addition, due to Japan's geographic isolation, internal commerce through the use of coastal ports linked to roadways was crucial to the development of a flourishing, unified economy.

Railroads on the other hand, served the purposes of unifiers and colonizers of a different era. This particular transportation system had particular military implications. Imperialists sought raw materials for their industrialized economies overseas. Many of the colonized regions were undeveloped and hostile, making railroads especially important to the control of these empires that resented the presence of European outsiders. The French constructed military lines to transport their troops through undeveloped territory in Africa in order to establish their authority over the native population. The French also constructed railroads for the export of rubber. This strengthened their economy because they could use the rubber to make useful products. [Doc 9] The British took similar measures in India. Colonizers monopolized the Indian economy for their personal benefit, holding the industries of India in their grasp. The railroads provided a cheap and efficient way to get cotton to the coast for export and move troops quickly to trouble spots in the empire. It also provided a postal system for British administration. [Doc. 8] In unifying modern-day Germany, the railroads greatly impacted Otto von Bismarck's strategies. Troops could be transported much

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faster providing advantages in warfare. The speed of mobilization affected the core of his strategic plans especially because he waged war on nations that were in all different directions. He also used the railroad to transport raw materials like coal and iron to factories to meet the needs of his army. Therefore, Bismarck utilized the railroad as an instrument to assist him in unifying Germany. [Doc 7]

The transportation systems within societies directly influenced the prosperity and administration of their territories. With the growth of technology, roads evolved into railroads, but these networks continued to play important roles in the government, military, and commerce. Since the classical period, the world has globalized as barriers begin to melt away with modern transportation and communication systems. The development of a world without borders however, originated with basic transportation systems and will continue to change over time.

## Anchor Level 4-A

### The response:

- Develops the task by explaining how various societies unified and controlled regions by using roads and railroads
- Is both descriptive and analytical (*roads*: a well-supplied military with efficient communication systems was essential to a territory that subjugated many people of diverse origins who were often unhappy with Roman rule; roads later evolved into civilian conduits with economic benefits, increasing interaction and commerce within the empire; due to Japan's geographic isolation, internal commerce through coastal ports linked to roadways was crucial to the development of a flourishing unified economy; *railroads*: French constructed military lines to transport their troops through undeveloped territory in Africa to establish their authority over the native population; colonizers used them to monopolize the Indian economy for their personal benefit, holding the industries of India in their grasp)
- Incorporates relevant information from documents 1, 3, 7, 8, and 9
- Incorporates relevant outside information (*roads*: the Romans created one of the largest land empires of the classical period; administration of its extensive domain was conducted through a complex network of roadways; strengthened the Roman Empire by promoting trade but helped to unify the empire by diffusing ideas throughout the empire; *railroads*: after the waves of nationalism generated by the conquests of Napoleon in the late 1700s, many nations in the 1800s began to view transportation systems as a means toward political unification and colonization; following the Industrial Revolution, which introduced large expanses of railroad systems, societies administered, traded, and communicated with increased ease and increased speed; many colonized regions were underdeveloped and hostile, making railroads especially important to the control of empires; French could use rubber to make useful products; Bismarck waged war on nations that were in all different directions; Bismarck used them to transport raw materials, such as coal and iron to factories)
- Supports the theme with relevant facts, examples, and details (*roads*: Roman military frequently traveled along the network of roadways; used by the Tokugawa shogunate as a source of governmental communication within its provinces; official messengers used them to travel to many parts of Japan, carrying administrative orders and messages; control over the Tōkaidō Road was established through the use of relay systems, barriers, and checkpoints; *railroads*: in India, they provided a way to get cotton to the coast for export and move troops quickly to trouble spots in the empire; they provided a postal system for British administration)
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that discuss the continued importance of transportation networks in government administration, military use, and commerce

**Conclusion:** Overall, the response fits the criteria for Level 4. A good knowledge of how transportation systems were used by various empires and countries to unify and control territories is demonstrated by effectively analyzing and incorporating document information. The relation of transportation systems to the concept of nationalism is introduced, but more development would have strengthened the response.

In order for a nation to march under one banner, the people first must be connected in various ways. A common language, a national anthem, all prominate parts of nationalism that the French Revolution of 1789 prompted. And then, another aspect of it - the people must physically be connected. How else is it possible to unify a country without the usage of highways or a canal system? And in modern times, without the system of trains, cars, or airplanes? Both ancient and modern civilizations knew that transportation was essential in making the region successful—unified and controlled.

Highway systems, although usually considered very modern, travel as far back as established settlements do - they are a way of connecting point A to point B, covering sometimes great distances. The Incan civilization, although long gone, was relatively modern in its usage of road systems. The Inca engineers had been able to construct a series of roads that connected the entire empire. These roads were quite complex because they had to go up and down the Andes Mountains. The Incan government also built rest stations so that its government messengers could rest and messages could travel extremely far distances. Not only did they connect the villages to one another for unity, but they provided the already-divine ruler a way to control his empire. Roads also connected the villages to the Inca's sacred temples, while it is still true that this system of roads could have united the people in rebellion against their leader, it gave the leader a way to control such uprisings. The Sapa Inca could send his armies quickly and

directly to rebelling areas when he needed to. Information flew freely from messengers to the chief ruler, and his army now gained the ability to travel from the capital throughout the empire (document 2).

Contrasting to their Incan brethren, the Aztecs capital was built on an island and was <sup>cross</sup>crossed by canals. These canals worked like those of Venice: as the city's major roads, they connected people entering Tenochtitlán to important markets, religious temples, and the government center. In Tenochtitlán, the main import was of tribute: gold, silver, beautiful materials, humans to be slaughtered. This shows the religious and economic center that Tenochtitlán was. Canals and causeways connected the city to the areas surrounding Lake Texcoco. Now, how did this unify the Aztec empire? Simply: goods that were imported were brought into the main market, called Tlatelolco. This means that the most needed or wanted goods would be found in one central location; creating a unified economy of sorts (document 5).

In addition to the extinct civilizations of Latin America, other <sup>regions</sup> ~~regions~~ also made use of roads and canals. The most prominent of these would be the Italian capital of Rome. The saying "all roads lead to Rome" during the times of the Roman Empire would not be an untruth: during the reign of the great Roman emperors, a system of connected roads was constructed to make possible a trip to Rome from any region in the empire. The people in this diverse, vast empire now had a chance to reach the heart of their empire. Their capital (document 1).

The Roman roads allowed messages and information to travel, allowing for cultural diffusion that tied the people living in the Roman Empire together. Laws and the Roman way of life traveled from Rome to areas as far away as England, Spain, and northern Africa.

Like the Roman empire, ancient China had a difficult time uniting the diverse areas of their empire. Even though both groups lived in the eastern part of China, the North and South had different dialects, customs, and diets. China's grand canal was a major source of travel that brought appointed people to the region's capital. As in Rome, being able to reach the capital provided political unification of the empire. The canal provided ~~jobs~~ <sup>jobs</sup> for the Chinese people, making them less likely to rebel against their ~~emperor~~ <sup>emperor</sup>. It also brought food products between the two areas, lessening the possibility of famine and expanding their diets. With the Grand Canal, people from the different areas did not have to travel down rivers and into the Yellow Sea. Travelers were safer and messages could be received faster.

Transportation is not only essential to expanding or controlling a region, but also unifying it as well. Thanks to things like roads and canals, the power of a capital city could be extended over many peoples and long distances.

## Anchor Level 4-B

### The response:

- Develops the task by explaining how various societies unified and controlled regions by using roads and canals
- Is more analytical than descriptive (*roads*: the Inca civilization was relatively modern in its use of road systems; Inca roads were quite complex because they had to go up and down the Andes; not only did they connect the Inca villages to one another, but they provided the already divine ruler a way to control his empire; while it is true that the Inca system of roads could have united the people in rebellion, it gave the leader a way to control such uprisings; during the reign of the great Roman emperors, a system of connected roads was constructed to make possible a trip to Rome from any region; *canals*: the Aztec canals worked like those of Venice; they brought the most needed or wanted goods to one central location, creating a unified economy; being able to reach the Chinese capital provided political unification of the empire; canals provided jobs for the Chinese people, making them less likely to rebel against their emperor; with the Grand Canal, people from different areas did not have to travel into the Yellow Sea where they could be stopped by pirates; Chinese travelers were safer on the Grand Canal and messages could be received faster)
- Incorporates relevant information from documents 1, 2, 4, and 5
- Incorporates relevant outside information (*roads*: the Inca government built stations so that its messengers could rest and messages could travel extremely far distances; the Sapa Inca could send his armies quickly and directly to rebelling areas; Roman roads allowed messages and information to travel, allowing for cultural diffusion that tied the people living in the empire together; laws and the Roman way of life traveled from Rome to areas as far away as England, Spain, and northern Africa; *canals*: canals and causeways connected the city to the areas surrounding Lake Texcoco; ancient China had a difficult time uniting the diverse areas of the North and South that had different dialects, customs, and diets; China's Grand Canal brought appointed people to the region's capital; the Grand Canal brought food products between two areas, lessening the possibility of famine and expanding diets)
- Supports the theme with relevant facts, examples, and details (*roads*: Inca engineers had been able to construct a series of roads that connected the empire; roads connected villages to sacred temples; information flew freely from Inca messengers to the chief ruler, and his army now gained the ability to travel from the capital throughout the empire; *canals*: gold, silver and beautiful materials traveled on Aztec canals; main market called Tlatelolco)
- Demonstrates a logical and clear plan of organization; includes an introduction that states ancient and modern civilizations knew transportation was essential in making a region successful and a conclusion that restates the theme

**Conclusion:** Overall, the response fits the criteria for Level 4. Organization by region and historical period offers good comparisons between transportation systems used by societies. More historical support for the analytical statements included in the explanation of roads and canals would have enhanced the response.

Since the first civilizations, there have been empires that were strong and unified. This strength has come from the transportation systems that they have constructed throughout the world. The two most important of these transportation methods have been canals and railroads. These were vital to the strength and functionality of many empires throughout history.

A canal is a man made waterway that usually connects two large natural bodies of water. This allows the passage of ships through an otherwise unsailable area. One example of this type of canal is the Suez Canal. It connects the Mediterranean Sea to the Red Sea, which is then connected to the Indian Ocean. It is located in the eastern portion of Egypt next to the Sinai Peninsula. As shown in document 6, it cut off thousands of miles and days of time from a journey to the Indian Ocean. This was most important to the British Empire who had been expanding its influence in India and in other Eastern places, such as Singapore, Australia, and China and needed a quick way around Africa. The journey would be 19,755 Km from London to Bombay which could

take many days even in a new steamship. After the construction of the Suez Canal the distance dropped to 11,619 km, which is a difference of about 8,000 km. Now Britain could react much more quickly to any news from its colonies and could give orders more quickly. Britain took control of the canal and of Egypt from the French. They held on to and kept control of Egypt as a colony partially to guarantee use of the Suez.

Canals don't only connect large bodies of water, however. They can be used to link two distant places much like a natural river would, except canals are sometimes easier to travel on. The current on a canal is often weaker than on a large river which would allow boats to travel more quickly. This connection of two distant places is shown in document 4, with the Grand Canal in China. The most important function of the canal was to transport food from the rice rich southern China, to the more wheat rich northern China. The Grand Canal acted as a life line within China; without it, much less food could have been shipped north and south and many might have starved. China's major rivers flowed west to east and limited communication between the North and South,

increasing their isolation from each other. The canal connected these two densely populated regions. Another important function of this canal was to quickly carry messages from the north to the south and vice versa. This allowed the Chinese government to quickly respond to any of the needs of the north. Even though the two regions had different spoken languages, the canal allowed the region to be more unified by encouraging communication.

One last use of canals is on a much smaller scale in cities. These canals functioned much the same as roads in other cities: they allowed people and goods to be quickly transported from one area to another. As shown in Document 5, the Aztec capital of Tenochtitlan was one of these cities. Since the capital was built on an island in a lake, canals were the best choice for the Aztecs to utilize their surroundings and to make a large city. The canals were very efficient, just as much as roads, and allowed a lot of people and goods to be moved around the city. From the canals, the Aztecs built roads called causeways to the mainland. The Aztecs used these roads and canals to cement their power that allowed tribute to flow into the capital city. Their city became the largest and most prosperous which made them powerful.

Railroads have also been important tools for empires in controlling their lands. As shown in Document 8 and Document 9, the British and French used railroads to rule over their distant colonies. The railroads were the fastest method of overland transportation at the time, and they allowed the British, French, and other colonial empires to rule over wide areas. The railroads gave them the ability to quickly respond to any threat or uprising in the colony, even if it was a long distance away. This strengthened their control over their colonies.

Railroads can be used in different ways too. Since they allowed for the rapid movement of troops, supplies, and raw materials over long distances, you could gain an economic and military advantage from having them, ~~with~~ which is shown in Document 7. Bismark's goal was to unify all ~~for~~ of Germany, but to do that, he needed a strong military quickly. Instead of waiting months for soldiers to mobilize and move to the front, he used railroads to move them and their supplies to the front lines. This gave him an advantage. The French and Austrians used the older and slower methods of mobilization.

Bismark's goal of unification of Germany into a single nation under an emperor was achieved partially because of the railroads.

Throughout history, railroads and canals have allowed

for the building of strong regions. Whether this was the Suez canal in Egypt, the Grand Canal in China, or the colonial railroad systems of Britain and France, these transportation systems allowed for the rapid movement of goods and messages that any empire needs. Although there have been many kinds of transportation systems in history, canals and railroads have been some of the largest, and have had the greatest impact.

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## Anchor Level 4-C

### The response:

- Develops the task by explaining how various societies unified and controlled regions by using canals and railroads but discusses canals more thoroughly than railroads
- Is both descriptive and analytical (*canals*: Suez Canal was important to the British Empire, which had been expanding its influence in India and other eastern places and needed a quick way around Africa; the Grand Canal acted as a lifeline within China and without it much less food could have been shipped and many might have starved; canals were the best choice for the Aztecs to utilize their surroundings; the Aztec canals were very efficient and allowed many people and goods to be moved around the city; *railroads*: gave the Europeans the ability to quickly respond to any threat or uprising in their colonies and gain an economic and military advantage; instead of waiting months for soldiers to mobilize and move to the front, Bismarck used railroads to move them and their supplies)
- Incorporates relevant information from documents 4, 5, 6, 7, 8, and 9
- Incorporates relevant outside information (*canals*: British held on to and kept control of Egypt as a colony partially to guarantee use of the Suez; the most important function of the Grand Canal was to transport food from rice-rich southern China to the more wheat-rich northern China; China's major rivers flowed west to east and limited communication between the North and the South; Grand Canal connected these two densely populated regions; the Grand Canal allowed the regions to be more unified by encouraging communication; from canals, the Aztecs built roads called causeways to the mainland; *railroads*: Bismarck's goal of unification of Germany into a single nation under an emperor was achieved partially because of the railroads)
- Supports the theme with relevant facts, examples, and details (*canals*: Suez Canal cut off thousands of miles and days of time from a journey to the Indian Ocean; after the construction of the Suez Canal, the distance from London to Bombay dropped to 11, 619 kilometers; allowed tribute to flow into the capital city; *railroads*: the British and the French used them to rule over their distant colonies); includes an inaccuracy (*railroads*: French and Austrians used older and slower methods of mobilization)
- Demonstrates a logical and clear plan of organization; includes an introduction that states the strength of civilization has come from transportation systems and a conclusion that mentions specific examples to demonstrate that canals and railroads allowed for the rapid movement of goods and messages

**Conclusion:** Overall, the response fits the criteria for Level 4. Background information about location and purpose, particularly in the discussion of the Suez Canal, is used to set up the incomplete argument that distance can affect control of regions. Document interpretation is the focus of the response, but a good knowledge of historical information is demonstrated and employed in repetitious statements.

Roads and railroads have had a monumental influence on the development of civilizations and empires. Since the beginning of civilization people have always been looking for ways to get where they want to go faster than before. Roads, the earlier development of the two, have increased communication throughout the world. Railroads expanded on this connection since the steam engine was developed.

Even before real roads existed, people used paths to travel. Paleolithic hunter-gatherers tended to follow similar trails each year as they followed the herds they hunted. Once people began to settle down in the Neolithic Age, they could focus on making permanent roads. Later as civilizations progressed early roads connected areas and promoted trade and unity. One of the most famous early road systems was that of the Ancient Roman Empire. The vast empire used roads for organization, which promoted a prosperous empire (Document 1). They also were used for military transport, this allowed the Roman army to travel through the empire defending

The empire and preventing rebellions. Better transportation permitted the empire to expand even farther into Europe, Africa and Asia. Rome's vast network of roads led to the phrase, "all roads lead to Rome," which meant that all the roads went to the capital. The roads helped make Rome the center of the entire empire.

On the other side of the Atlantic Ocean, roads also developed in the Incan Empire. Brian M. Fagan says without 19,000 miles of roads the empire couldn't have been unified (Doc. 2). The Incan expansion of the pre-existing network connected areas of the empire that were separated by vast distances and altitudes. Not only did it carry government officials, but it also connected important religious sites in Cuzco. In ancient Japan, the Tokaidō highway had a similar significance. High-priority government messengers had access to the roads at any time so that provinces could send messages, but public citizens had to travel only by day (Doc. 3a). This allowed for government workers

to be able to travel faster. Also the public citizens could be watched easier. This regulation on travel helped this civilization control its people by regulating their movement. Without these roads connecting all corners of an empire, rebellions could have broken out and the empires could have quickly crumbled into broken fragments of disunity.

Although they developed much later in history, railroads had a huge impact on the development of regions. Bismarck's effort to create a unified German state in the 1860s was greatly aided by the rail system. Troops could mobilize and move out exponentially faster than previously, which was a great strategic advantage (Doc. 7). Bismarck's plan was to fight a series of wars to create a German nation. He was so successful that Germany became a country. British imperialism in India was also based on the advancements made from railroads. There, the railroads permitted a cheap way to transport goods like cotton to the coast so the goods could be transported by ship to Britain. The

railroads also provided military transportation, a more efficient postal service, and public transportation (Doc. 8). They allowed diverse Indian groups to come together, communicate, and unite against the British. Railroads had a similar purpose in French imperialism in Africa. Their territories were rich in natural resources such as rubber, gold, and diamonds. Many of these goods were transported by railroad, but getting them back to France was sometimes difficult because of the smooth coastline/lack of natural harbors.

Military conquests and the conquering of new territories was also made possible by the rails (Doc. 9). If it wasn't for these transportation mechanisms, the French imperialistic efforts would have progressed much slower.

The use of transportation, whether it be by road, railroad or canal, has been an empire's most valuable commodity. Transportation leads to communication, which can spread ideas through cultural

diffusion. The advancements in one location can be spread far and wide through the use of communication. These indispensable mechanisms have made it possible to unify and control great empires.

Anchor Level 3-A

**The response:**

- Develops the task with some depth for roads and railroads
- Is more descriptive than analytical (*roads*: the vast Roman Empire used roads for organization, which promoted a prosperous empire; Tokugawa restrictions allowed for government workers to travel faster; public citizens could be watched easier; *railroads*: greatly aided Bismarck’s effort to create a unified German state in the 1860s; Prussian troops could mobilize and move out exponentially faster than previously, which was a great strategic advantage)
- Incorporates some relevant information from documents 1, 2, 3, 7, 8, and 9
- Incorporates relevant outside information (*roads*: early roads connected areas together and promoted trade and unity; allowed the Roman army to defend the empire and prevent rebellions; better transportation permitted the Roman Empire to expand even further into Europe, Africa, and Asia; Rome’s vast network of roads led to the phrase “all roads lead to Rome”; *railroads*: Bismarck’s plan was to fight a series of wars to create a German nation; railroads allowed diverse Indian groups to come together, communicate, and unite against the British)
- Includes some relevant facts, examples, and details (*roads*: Romans used them for military transport; helped make Rome the center of the entire empire; Incas expanded pre-existing network to connect areas of the empire that were separated by vast distances and altitudes; carried government officials and connected important religious sites in Cuzco; in Japan, messengers had access to the roads at any time so provinces could send messages, but public citizens had to travel only by day; *railroads*: in India, railroads permitted a cheap way to transport goods such as cotton to the coast so the goods could be transported by ship to Britain; provided military transportation in India, a more efficient postal service, and public transportation)
- Demonstrates a satisfactory plan of organization; includes an introduction and a conclusion that discuss the role of transportation systems in increased communication and spreading ideas through cultural diffusion

**Conclusion:** Overall, the response fits the criteria for Level 3. In some cases, information is accurately explained but the relationship to how the transportation system was used to unify or control a region is not clearly developed. Good summative statements and the use of historical information, such as the Paleolithic and Neolithic Ages to establish background, demonstrate an understanding of the importance of transportation and communication systems.

Transportation in various regions throughout the world has proved vital to success, whether it is in a single area or throughout an empire. Governments have used means of transportation in order to control and bring together the people over whom they held power. Roads and railroads are two examples of systems of transportation that are imperative to the unification of societies along with the control over regions. The Roman Empire and Japan were two examples of places that found success in their use of roads; Britain and France utilized railroads as an important way of transportation.

In Ancient Rome, the creation of roads brought about economic help and most importantly, military prosperity. Roads were vital in transporting troops and communication for the military (Doc 1). The Roman system of transportation proved highly effective and was one aspect of their empire that many later civilizations were influenced by. Rome demonstrated how important proper transportation is to unifying and conquering; military success and expansion was brought about by the easy movement of troops and the ability to communicate well. Rome used its military to expand frequently and is regarded as having many successes in its time. The roads were used to unify an extremely diverse empire that included land on three different continents. The roads helped different peoples to communicate. With roads, regions in the empire could experience Pax Romana which strengthened Roman pride and unity. These accomplishments

would not have been so skillfully and easily achieved without their necessary system of roads.

Japan also used roads as an important transportation method. The Tōkaidō, for example, was primarily used for the government communication in Japan (Doc 3). It was used to relay messages and helped establish the government under the Tokugawa Shogun. Japan is an archipelago and its islands are mountainous and separated by seas. Finding a good system of communication is very important for an area with such complicated geography, and the Japanese system of roads and the use of the seas between the islands allowed this to happen. The government, and by extension, people, were brought together through the transportation <sup>system</sup> of Japan, despite the <sup>many</sup> separating factors throughout the region.

Great Britain used railroads for success in imperialism and empire building. In India, they were used to transport cotton to the coast for shipment to England, <sup>British-made</sup> textiles to Indian markets, and easily transport British troops from place to place (Doc 8). Britain's control in India greatly benefitted Britain economically and many resources were gained and profits were made. The use of railroads thus was important for the expansion Britain wished to have in India. It not only made shipping resources, such as cotton, more efficient, but also allowed British troops to move easily throughout India and therefore increase their military control. Railroads were very important to the British in India. Another example of railroads

assisting the expanding of empires was in France's control of in Africa. France, too, was able to more easily move troops throughout their lands in Africa with the railroad lines (Doc 9). It becomes simpler to control other lands when military resources can be moved <sup>at</sup> with ease. In order to have a successful empire, a nation must also have a highly effective transportation. Like Britain in India, France became more wealthy and powerful by building railroads in its colonies. They could move raw materials from Africa's interior to the port cities to send back to France where they would be manufactured into finished goods. Just like in Britain, this strengthened the French power and control of their colonial empire.

In many civilizations and empires, it has been demonstrated how necessary solid means of transportation is to success. Roads and railroads are vital to the development and control of various nations and governing states. Rome and Japan used roads to their advantage, while Britain and France favored railroads. Both methods were effective and led to the betterment of the nations themselves along with their ability to control other regions throughout the world.

## Anchor Level 3-B

### The response:

- Develops the task with some depth for roads and railroads
- Is more descriptive than analytical (*roads*: in ancient Rome, the use of roads brought about military prosperity; the Roman system of transportation proved highly effective and was one aspect that many later civilizations were influenced by; the Japanese government and the people were brought together through the transportation system despite the many separating factors; *railroads*: benefited British control in India and benefited Britain economically since many resources were gained and profits were made; important for the expansion Britain wished to have in India; becomes simpler to control other lands when military resources can be moved at ease; like Britain in India, France became more wealthy and powerful by building railroads in its colonies)
- Incorporates some relevant information from documents 1, 3, 8, and 9
- Incorporates relevant outside information (*roads*: in Rome, they were used to unify an extremely diverse empire that included land on three different continents; Roman roads were used to help different peoples to communicate; helped regions in the empire to experience Pax Romana, which strengthened pride and unity; Japan is an archipelago and its islands are mountainous; finding a good system of communication is very important for an area with such complicated geography; *railroads*: used transport British-made textiles to Indian markets)
- Includes some relevant facts, examples, and details (*roads*: vital in transporting Roman troops and communication for the military; the Tōkaidō was primarily used for government communication; used to relay messages and helped establish the government under the Tokugawa shogun; *railroads*: used by Great Britain for imperialism and empire building; used to transport cotton for shipment to England; allowed British troops to move easily throughout India and therefore increased their military control; helped France to more easily move troops throughout their lands in Africa)
- Demonstrates a satisfactory plan of organization; includes an introduction and a conclusion that discuss how transportation systems used by various societies have proved vital to their own areas and to their ability to control other regions

**Conclusion:** Overall, the response fits the criteria for Level 3. Although the section on railroads is heavily dependent on document interpretation, the explanation of the use of Japanese roads to overcome its complex geography strengthens the response. The inclusion of some comparative statements and historical references demonstrates an understanding of the task.

From the beginning of civilized life on earth all creatures have needed an efficient and quick way of going from one place to another. Even if it was the simplest way like a small path or to more advanced ways such as the miles and miles of railways. As time has gone on and new places have been discovered and conquered, many people just hear about the glorious new places and objects, but many never hear or see the extensive transportation routes that are built to make that place just a little better. So when governments need ways to unite their empires, translate messages to the front lines, or ship goods to their factories they rely on the back bone of economy and government, transportation systems like canals, roads, and railways.

The simplest and very first ways of transportation were roadways. Roads started off as beaten down paths to the now large extensive asphalt roadways. But many large and extensive empires have built their way to the top over the stone and dirt roadways of earlier empires. One example of this is the mighty Roman Empire. Their road systems were mainly used for military purpose but they also played a very large role in the economy and private sector. Their military roadways were called *viae militares*, and as seen in Doc 1, these roadways were built to streamline troop movement and communication. These major roadways were built in conquered provinces and were used by the troops to help establish control. Eventually they were also used by the public to expand trading and the economy. The Roman Empire thrived and expanded rapidly due not only to the roads but they played a massive role. On another continent thousands of miles away the Incan civilization prospered

under its ~~Sun~~<sup>Sun</sup> god. The Incans were a highly religious civilization with religious sacrifices and ceremonies. They were eventually wiped out by invading conquistadors but the roadways they left behind showed the extensive amount of work and government planning that existed to build the roads. They were used mainly to connect the low and wooded valleys to the high, steep mountain cities and temples, stated in Doc 2, a excerpt about the vast network of Incan roadways. The roads helped bring the crops from fertile valleys to the cities like Cuzco where their main temple of the sun was located. These roads allowed the government to send messages, collect taxes, and protect its empire. Roadways made it possible for some ancient societies traveling by foot to be successful.

When the steam engine was invented in the 1800's travel time was made a lot easier and quicker. One of the earliest methods of utilizing the steam engine was the locomotive (train). This invention was a great leap forward, and for many it aided their economic and political power. The British are a prime example. Railroads helped expand British industrialization. In Britain they allowed the British to transport raw materials to factories for processing and send manufactured goods to British markets. Britain also used railroads in their colonies to move raw materials. They used India basically as a huge field to plant and harvest crops mainly cotton. The problem was India was so large that it was a tedious and painful job to move cotton ~~to~~ from Inland India to the coast to export it. So the British used a rail system. As well as moving cotton it also helped with British industry (producing most everything ~~for~~ for the trains), troop movements, and India's own everyday transportation needs.

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**Anchor Paper – Document–Based Essay—Level 3 – C**

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Britain was able to increase control of its empire because of the rail system but it also led to problems as described Doc 8 a piece from Andrea and Oerfeld. As anger toward the British increased, the Indian people used the rail system to promote nationalism and move Indian nationalists quickly and efficiently. Prussia, led by Otto von Bismarck, saw the usefulness of a train system for war. In the text of Doc 7, the usefulness of a rail system for war is explained, "the speed of the mobilization and of the concentration of armies became an essential factor in strategic calculations..." (Holborn, military affairs). Von Bismarck's generals used the rail system to move the Prussian army in an attempt to unify Germany into one country. With the help of the rail system, Germany unified and became a powerful country. The use of railways is only relatively new but it has spelled destruction to some and prosperity to others.

Roads, canals, and railways have all played vital roles in making or breaking empires, nations, and colonies. From one continent to another the same thing remains, the need to move. The movement of goods, ideas, and military rely on the quickest route, the safest route, and the easiest route that is why transportation routes are a vital part of every civilization.

### Anchor Level 3-C

**The response:**

- Develops the task with some depth for roads and railroads
- Is more descriptive than analytical (*roads*: many large and extensive empires have built their way to the top over stone and dirt roadways of earlier empires; *railroads*: were a great leap forward and aided economic and political power of regions; Britain was able to increase control of its empire because of the rail system but it also led to problems)
- Incorporates some relevant information from documents 1, 2, 7, and 8
- Incorporates relevant outside information (*roads*: Inca roads left behind showed extensive amount of work and government planning; helped the Incas bring the crops from fertile valleys to cities such as Cuzco; *railroads*: when the steam engine was invented, travel time was made easier and quicker; in Britain, they allowed the British to transport raw materials to factories for processing; as anger toward the British increased, the Indian people used the rail system to promote nationalism and move Indian nationalists quickly; Bismarck's generals used the rail system to move the Prussian army in an attempt to unify Germany into one country; with the help of the rail system, Germany unified and became a powerful country)
- Includes some relevant facts, examples, and details (*roads*: the Roman road systems were mainly used for military purposes, but they also played a very large role in the economy and private sector; Roman military roads were built to streamline troop movement and communication; allowed the Inca government to send messages, collect taxes, and protect its empire; *railroads*: used by the British in their colonies; Prussia led by Bismarck saw the usefulness of a rail system for war); includes an inaccuracy (*roads*: Incas were eventually wiped out by invading conquistadors)
- Demonstrates a satisfactory plan of organization; includes an introduction that states transportation systems are the backbone of the economy and government and a conclusion that states transportation systems play a vital role in making or breaking empires, nations, and colonies

**Conclusion:** Overall, the response fits the criteria for Level 3. The response relies on document information and carefully selected document excerpts to demonstrate an understanding of the importance of transportation systems for maintaining or weakening control of a government over an empire. Although good relevant outside information is included, a lack of details weakens the response.

Throughout history, transportation systems were used by various society's to unify and control empires. These systems include both roads and railroads. Different empires held different reasons for building these new means of transportation. They also had different purposes in mind.

One civilization that made great use of roads was the Romans. They felt that having a good transportation system was essential to having a good administration. The biggest reason they built roads was for military use. The effects they had on civilians was not intentional or their main goal. The military use of the roads helped in Rome expanding into outside Italy, as the roads allowed for easier communication and the movement of the army or troops.

The Incas also had roads that were a necessary part of their empire. The Incan empire was divided by many altitude changes, and the roads allowed for the empire to remain strong. The Incan empire would have never been had the roads not been created. These roads allowed for a "link" between the government and the areas it controlled. They

also carried officials, troops, trade, and government correspondence. The existence of the lattice of roads allowed the Incan empire to be what it was.

Another example that showed the importance of roads was the Tokugawa shogunate. They realized how important it was to maintain contact with distant regions. Therefore, they built the Tōkaidō. The most important use of this road was government communication. Any government messengers ~~or~~ or officials took precedence over anyone else on the road. These people also could go through road barriers and travel day or night.

However, railroads were just as important and beneficial as roads. General Moltke thought the railroads would play a key role to Otto von Bismarck. He believed that these railroads would offer many new military strategies to Bismarck. One main thing Moltke thought the railroads would assist in was the mobilization, concentration, and movement of troops.

During the British occupation of India, the use of railroads helped in the unification

and control of the massive country. Firstly, the British could use the railroads as a cheap, efficient way to transport cotton across India. The British also used the railroads to control India by having the ability to mobilize and move troops quickly to any trouble spots in India.

In Africa, the French also made good use of railroads. They were able to move troops through unconquered land quickly and easily. They could also use the railroads for the exportation of natural rubber. Both uses benefited the French greatly.

As is made clear, both roads and railroads have been helping civilizations/countries maintain control and unify lands for centuries. It has been the creation and use of these such means of transportation that have helped shape the world into what it is today. New types of transportation will shape the future.

## Anchor Level 2-A

### The response:

- Minimally develops the task for roads and railroads
- Is primarily descriptive (*roads*: Romans felt that having a good transportation system was essential to having a good administration; the effects Roman roads had on civilians was not intentional or their main goal; allowed for easier communication; allowed for the Inca Empire to remain strong; allowed for a link between the Inca government and the areas it controlled; Tokugawa built the Tōkaidō because they realized how important it was to maintain contact with distant regions; the most important use of the Tōkaidō was government communication; *railroads*: General Moltke thought railroads would play a key role for Bismarck by offering many new military strategies; during British occupation of India, railroads helped in the unification and control of the massive country)
- Incorporates limited relevant information from documents 1, 2, 3, 7, 8, and 9
- Presents no relevant outside information
- Includes relevant facts, examples, and details (*roads*: military use of roads helped Rome expand outside Italy; allowed for the movement of the army or troops; carried Inca officials, troops, trade, and government correspondence; government officials took precedence over anyone else on the Tōkaidō; government officials could go through road barriers and travel day or night; *railroads*: Moltke thought railroads would help in mobilization, concentration, and movement of troops; gave Britain the ability to mobilize and move troops quickly to any trouble spots in India; helped the French move troops through unconquered land quickly and easily)
- Demonstrates a general plan of organization; includes an introduction and a conclusion that are somewhat beyond a restatement of the theme

**Conclusion:** Overall, the response fits the criteria for Level 2. Specific facts and details about each society are selected from document information and presented in a logical fashion. Summative statements indicate an understanding of the task.

Throughout global history, transportation systems were used by various societies to unify & control empires. These systems include roads, canals, & railroads. The Romans and the Incas used roads to control their empire. Also, ~~the Prussians~~ General Moltke considered railroads to be strategically important to Bismark's military efforts and the British used railroads in India for many reasons.

According to document 1, the Romans used railroads to control their empire. The earliest highways or main roads were constructed for the use of the military. The movement of troops & ease of communication for the army & Roman administration were the primary reason. The public highways normally began as military roads but they gradually changed into civilian passageways. According to document 2, the Incas used roads to unify their empire. One way the Incas used roads to unify was trading. Trading got people to interact and exchange goods. They communicated and were unified. Another way was they communicated with each state & they related different areas to one another. Since their land was all separated it was really hard to unify the people but the roads became a symbol of unification and

they helped in controlling one's empire.

According to document 7, General Moltke considered railroads to be strategically important to Bismark's military efforts. The speed of the mobilization and of the concentration of armies increased. Railroads helped Bismark through transporting his troops fast to other places. According to document 8 after British imperialized <sup>in India</sup> they industrialized India. ~~and~~ They started to use railroads ~~the~~ for transportation. One way was they were able to get cotton to the coast for shipment to England. Another way was they moved troops quickly to troubled spots. Railroads sure gave a better transportation to the nations by having speed.

Throughout global history, many kinds of transportation systems helped societies to unify & control their empires. The Romans & the Incas used roads to both unify & control their empires. Bismark & the British used railroads to mostly control their empires. These transportation systems dramatically changed the ways the societies lived and they're still being used to this day.

## Anchor Level 2-B

### The response:

- Minimally develops the task for roads and railroads
- Is primarily descriptive (*roads*: helped movement of Roman troops, ease communication for the army, and Roman administration; trading on Inca roads got people to interact and exchange goods; communication helped Incas unify; *railroads*: General Moltke considered them to be strategically important to Bismarck's efforts; helped Bismarck transport his troops fast to other places)
- Incorporates limited relevant information from documents 1, 2, 7, and 8
- Presents no relevant outside information
- Includes relevant facts, examples, and details (*roads*: public highways normally began as military roads but gradually changed into civilian passageways; Incas were able to communicate with each other; helped Incas relate different areas to one another; *railroads*: increased the speed of mobilization and increased the concentration of Bismarck's armies; British used them to get cotton to the coast for shipment to England; helped the British to quickly move troops to trouble spots); includes inaccuracies (the Romans used railroads to control their empire; after the British imperialized in India, they industrialized India)
- Demonstrates a general plan of organization; includes an introduction and a conclusion that restate the theme and incorporate specific examples

**Conclusion:** Overall, the response fits the criteria for Level 2. Although most of the response is heavily dependent on document information and limited in scope, the task is addressed. The inclusion of descriptive statements strengthens the explanation of the use of roads by the Inca.

Throughout history, transportation systems have become vital to many empires. Transportation systems, including roads and canals were used by societies to unify and control empires. Although other forms of communication were developed, roads and canals were the most efficient ways of unification for trade, the military and the government.

A system of roads was used by many societies to unify and control. The Romans built roads for several reasons. One reason was for the use of the military. For the Romans roads became an easy way for the movement of troops and a way of communication in the army and Roman administration (Document 1). The Inca civilization used roads to unify a vast empire. The roads were used for trade by carrying all manner of commodities and goods. The roads also unified the empire by being a link between the individual and the government (Document 2). Similar to the

Inca civilization, Japan was connected to its government through roads. The Tokugawa controlled the use of the Tōkaidō Road. Government messengers had priority over any other traveler. The government also controlled the road by having several barriers and checkpoints along the road. By having these rules the Tokugawa was able to control and regulate anything on the road (Document 3a+3b). Roads had a major impact on government, trade and military.

Over time canals became very important in many empires. The Grand Canal in China was very important to the Chinese. The canal carried grain from the south to the north. The Grand Canal became the main route to the capital city. The canal was also important because it created many jobs until 1901 (Document 4). Trade between Britain and India became faster

and cheaper through the Suez Canal. The Suez Canal improved Great Britain's shipment of goods and troops by creating a shorter route making trade cheaper and faster. (Document 6a+6b)

Transportation systems improved the economy, military and helped the government. Roads and Canals became a way to unify and control an empire. These transportation systems continued to be used to improve the society.

Anchor Level 2-C

**The response:**

- Develops the task in little depth for roads and makes statements about canals
- Is primarily descriptive (*roads*: for the Romans, they became an easy way for the movement of troops; roads were a link between the individual and the Inca government; the Tokugawa were able to control and regulate anything on the Tōkaidō Road; *canals*: the Suez Canal improved Great Britain's shipment of troops)
- Incorporates limited relevant information from documents 1, 2, 3, 4, and 6
- Presents no relevant outside information
- Includes relevant facts, examples, and details (*roads*: became a way of communication for the army and Roman administration; government messengers had priority over any other traveler on the Tōkaidō Road; there were several barriers and checkpoints along the Tōkaidō Road)
- Demonstrates a general plan of organization; includes an introduction and a conclusion that are a restatement of the theme

**Conclusion:** Overall, the response fits the criteria for Level 2. Most of the explanation of transportation systems is dependent on information provided by the documents. References to the use of roads to unify and control regions demonstrate an understanding of the task. The response describes the economic use of canals but does not indicate how or why canals were used to unify or control regions.

Throughout global history, transportation was used by various types of societies. Some examples of transportation used are roads, canals and railroads. Transportation was very essential for the development of regions.

All forms of Transportation caused some form of cultural diffusion. Cultural diffusion is the spread of cultural ideas via trade, migration or communication. One way culture spread was the use of railroads. The British used an railroad in India to transport troops to trouble spot. The French used railroads to move troops to unconquered lands. Railroads made unifying empires easier and faster because troops could get to places easier.

The Incas also used ~~roads~~ <sup>a form</sup> of transportation to unify their empire. Incas method of travel was roads. The Incas used road to communicate among their territories and also used roads to move entire armies. The Tokugawa controlled usage of the Tokaido Road therefore controlling their empire. One ~~example~~ <sup>example</sup> of the Tokugawa control of the empire was the use of ~~roads~~ <sup>barriers</sup> not allowing private citizens to used the road at night. Only government messengers had priority over every other traveler and were allowed to use the road any time they needed to.

In conclusion, transportation such as roads, railroads and canals were used to control and/or unify entire empires. In my opinion, transportation will always lead to cultural diffusion in some way.

**Anchor Level 1-A**

**The response:**

- Minimally develops the task by mentioning how various societies unified and controlled regions by using railroads and roads
- Is descriptive (*railroads*: made unifying empires easier and faster because troops could get to places easier; *roads*: Tōkaidō helped the Tokugawa control their empire; government messengers were allowed to use the Tōkaidō any time they wanted)
- Includes minimal information from documents 2, 3, 8, and 9
- Presents little relevant outside information (*railroads*: spread cultural diffusion)
- Includes relevant facts, examples, and details (*railroads*: British used them in India to transport troops to trouble spots; used by the French to move troops to unconquered lands; *roads*: used by the Incas to communicate with their territories and to move entire armies; barriers did not allow private citizens to use the Tōkaidō at night; government messengers had priority over every other traveler on the Tōkaidō)
- Demonstrates a general plan of organization; includes an introduction that restates the theme and a conclusion that includes the idea that transportation will always lead to cultural diffusion

**Conclusion:** Overall, the response fits the criteria for Level 1. The premise that all forms of transportation cause some form of cultural diffusion is introduced but not developed. Brief statements about the use of railroads to move troops are repeated for both the British and the French with little explanation. The use of Inca roads for communication and the denial of the use of the Tōkaidō to private citizens by the Tokugawa address the task in a very limited way.

Transportation systems were very important and used by several societies. They were often used to control empires and transport goods. But as time went on, the transportation systems became more complex & industrialized.

In document 1, the Romans built their earliest roads for the use of <sup>the</sup> military and their economic benefit for civilians. The Incas also used roads to unify their empire. They did this by linking sacred shrines to the temple of the sun in Cuzco. They also built roads to separate different groups of people living near the capital. (doc. 2)

Another ~~in~~ mean for transportation was canals. Canals were used in the Chinese empire because it was a main route to the capital city. It was also used to carry grain from south to north. Taxes were paid in rice that was used to feed the

court and to pay the wages of workers & the army. (doc 4) In document 5, the information describes to us that the Aztecs used the canals for merchant carried goods to the city's major market.

the Lastly, the transportation most frequently used <sup>is</sup> ~~was~~ the railroad. The railroad was an excellent way to transport troops & decisive advantages in warfare. (doc 7) Railroads were also used to transport slaves and new immigrants to their duties. (OK) The British also built railroads India because it was a cheap & efficient way to get cotton to the coast for shipment to England. It also moved troops quickly to trouble spots and an essential part of the Indian postal system. (doc 8)

These means of transportation have had a great effect on the empires that built them- it was much easier to do the simple tasks of everyday life

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Anchor Paper – Document–Based Essay—Level 1 – B

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by using one of these transportation systems. Even though the outcome of some of these systems wasn't always the best, without these means of transportation the people wouldn't have as ~~an easier~~ ~~inter style~~ easy ~~as~~ of a life style as they do now.

Anchor Level 1-B

**The response:**

- Minimally develops the task by mentioning how various societies unified and controlled regions by using roads
- Is descriptive (*roads*: Incas used roads to unify their empire); lacks understanding and application (*roads*: Romans built their earliest roads for the economic benefit of civilians; Incas built roads to separate groups of people living near the capital)
- Includes minimal information from documents 1, 2, 4, and 5
- Presents no relevant outside information
- Includes relevant facts, examples, and details (*roads*: Romans built their earliest roads for the use of the military; Incas used roads to unify their empire by linking sacred shrines to the Temple of the Sun in Cuzco)
- Demonstrates a general plan of organization; includes an introduction that is a restatement of the theme and a conclusion that is off topic

**Conclusion:** Overall, the response fits the criteria for Level 1. Three transportation systems are mentioned; however, only the first two can be rated. The explanation of how the Incas used roads to unify their empire is muddled. The selected document information about canals does not convey any sense of control or unity and thus does not address the task.

A FAMOUS GREEK STORY IS THAT AS PHIDIPPEDES FELL TO THE GROUND, COMPLETELY OUT OF BREATH HE WAS ABLE TO DELIVER ONE OF THE MORE IMPORTANT MESSAGES IN HISTORY, "WE HAVE DEFEATED THE PERSIANS." IT IS REPORTED THAT PHIDIPPEDES HAD RUN 26 MILES ALONG A SERIES OF ROADS AND PATHWAYS IN ORDER TO WARN HIS FELLOW ATHENIANS. WITHOUT THE DEVELOPMENT OF SUCH ROADS THIS JOURNEY WOULD HAVE BEEN NEAR IMPOSSIBLE, AND THE ATHENIANS AS WELL AS THE SPARTANS MIGHT HAVE BEEN DEFEATED. TRANSPORTATION SYSTEMS HAVE BEEN USED THROUGHOUT HISTORY BY MANY DIFFERENT SOCIETIES. THEY HAVE BEEN USED TO CARRY MESSEGES, MILITARY, CIVILIANS, AND GOODS; AND THEY HAVE ENABLED THESE THINGS TO BE TRANSPORTED QUICKLY. FOR CENTURIES, ROADS AND RAILROADS HAVE BEEN USED BY SOCIETIES TO UNIFY AND CONTROL THEIR EMPIRES.

ROADS HAVE SERVED AS AN IMPORTANT MECHANISM IN COUNTRIES ACROSS THE WORLD, FOR THOUSANDS OF YEARS. ROADS HAVE ALLOWED FOR HORSES, CARRIAGES, AND CARTS TO MOVE QUICKLY WITHOUT SO MANY OBSTACLES OF ROUGH TERRAIN. IN ORDER FOR AN EMPIRE TO BE SUCCESSFUL THE USE OF ROADS IS NECESSARY. BASED ON AN EXCERPT FROM VIRTUAL

KARAK RESOURCES PROJECT, THE ROMANS WERE ONE OF THE FIRST SOCIETIES TO USE ROADS FOR THEIR BENEFIT. THE ROMANS INITIALLY BUILT ROADS FOR ONE REASON, AND ONE REASON ONLY; THE TRANSPORT OF THE MILITARY. ROADS MADE IT EASY FOR A LARGE ARMY TO MARCH HUNDREDS EVEN THOUSANDS OF MILES. THE ROADS SERVED BOTH OFFENSIVE AND DEFENSIVE PURPOSES FOR THE ARMY, (DOC 1). By developing these roads the Roman Empire was able to mobilize their army and properly control their empire. The general public was eventually able to use these roads. Ordinary people were able to benefit from the roads. They were able to travel and trade. Information was culturally diffused from Rome to all parts of the empire. The Romans however, were not the only society to use roads for their benefit, according to Brian M. Fagan the Inca's also used roads to unify their empire. The Incan Empire was located high in the Andes mountains and transportation without properly built roads was virtually impossible. The Incan roads were used to carry important officials, government correspondence, entire armies, and all manner

OF COMMODITIES AND TRADE GOODS, (Doc 2). By USING ROADS THE INCA'S WERE ABLE TO CONNECT THE MANY SCATTERED CITIES OF THEIR EMPIRE AND ESTABLISH A STRONG STABLE SOCIETY. THE INCAN GOVERNMENT INCREASED IN POWER AND WAS ABLE TO CONTROL ITS VAST EMPIRE WITH THE HELP OF ITS ROAD SYSTEM. IT IS AMAZING THAT EVEN TODAY SOME OF THE INCAN ROADS ARE STILL USED.

IN MORE RECENT TIMES, RAILROADS HAVE BEGUN TO DEVELOP AS AN EFFICIENT WAY OF CONTROLLING AN EMPIRE. BY THE 1800'S RAIL ROADS HAD EMERGED AS ONE OF THE BEST FORM OF TRANSPORTING GOODS AND PEOPLE. SIMILAR TO ROADS, RAILROADS ENABLED FOR THE TRANSPORT OF LARGE AMOUNTS OF GOODS AND PEOPLE IN QUICK TIME. ACCORDING TO Hajo HOLBORN, THE PRUSSIAN GENERAL MOLTKE SAW THAT RAILROADS COULD BE VERY EFFECTIVE TOWARDS BISMARCK'S EFFORTS. RAILROADS GAVE NEW STRATEGIC OPPORTUNITIES SUCH AS THE SPEED OF MOBILIZATION AND CONCENTRATION OF ARMIES, (Doc 7). RAILROADS MADE IT POSSIBLE FOR POWERS SUCH AS THE PRUSSAINS TO MOVE THEIR ENTIRE MILITARY HUNDREDS OF MILES IN A VERY SHORT TIME. THIS TYPE OF ADVANTAGE LEAD TO

THE DEFEAT OF THEIR ENEMIES. WITH THIS ADVANTAGE, BISMARCK USED HIS STRATEGY, WHICH HE CALLED "BLOOD AND IRON," TO UNIFY GERMANS. IN THIS POLICY, BISMARCK INSTIGATED WARS WITH PLACES LIKE AUSTRIA AND FRANCE. HE KNEW THAT HE HAD A MILITARY ADVANTAGE OVER THESE COUNTRIES BECAUSE THE MOBILIZATION OF THE PRUSSIAN ARMY THROUGH THE USE OF RAILROADS WAS BRINGING THE GERMAN PEOPLE TOGETHER. ACCORDING TO ANDREA AND OVERFIELD, THE BRITISH TOO USED RAILROADS TO GAIN PROPER CONTROL OVER THEIR EMPIRE. THE BRITISH BUILT MANY RAILS IN INDIA WHICH WERE USED BY BOTH BRITISH COTTON MANUFACTURERS TO TRANSPORT COTTON TO THE COAST, AND BY BRITISH COLONIAL OFFICIALS AND BUSINESSMEN TO TRANSPORT FINISHED GOODS AND TROOPS THROUGHOUT INDIA, (DOC 8). BY ESTABLISHING THIS QUICK AND EASY FORM OF TRANSPORTATION THE BRITISH WERE ABLE TO CONTROL A LARGE COLONY LIKE INDIA. RAILROADS HELPED BRITAIN TO KEEP CONTROL OF ITS VERY PROFITABLE COLONIES, WHICH ALLOWED BRITAIN TO EXPAND ITS POWER. WITHOUT A RAIL SYSTEM IN INDIA IT WOULD HAVE BEEN TO DIFFICULT TO REGULATE COLONIAL AFFAIRS.

IN CONCLUSION, ROADS AND RAILROADS HAVE BEEN USED FOR CENTURIES TO UNIFY AND CONTROL EMPIRES. By building EFFICIENT TRANSPORT MECHANISMS A GOVERNMENT CAN PROPERLY CONTROL THEIR COUNTRY. EVEN IN THE WORLD TODAY TRANSPORTATION SERVES AS AN INCREDIBLY IMPORTANT MECHANISM. WITHOUT THE USE OF TRANSPORTATION THE WORLD WOULD NOT HAVE BEEN ABLE TO DEVELOP IN A PROPER WAY.

Throughout history man-made transportation systems have been essential to the success of an empire. They represent the best ways for a government to reach out to the farthest corners of the region and create a unified empire. Two very pivotal transportation systems are roads and railroads.

The roads of the Roman Empire, the Incas, and Tokugawa Japan were used for various significant purposes for their own culture. The roads of the Romans were originally built for military means. Their creation increased the speed and mobility of the troops. Eventually, the creation of so many roads introduced the expression, "All roads lead to Rome", which is commonly used today. This saying means that both symbolically and physically the roads went from all over the empire to Rome. As document 1 explains, the Roman roads made for easy access to even the outermost provinces, like Via Nova in the province of Arabia Petraea. The roads connected Rome to almost every part of its empire. Rome used the roads to make sure the people followed their rules. They also used them to have knowledge of possible rebellions or threats. The Incas, similarly, utilized their roads for connecting far off territories to the capital, Cuzco. As anthropologist John Murra concludes, the Incan roads could have symbolized a flag because it connected "the individual to the remote central government." Because of the roads and the Incan runners called chasquis, the people knew the demands of the Incan government. The Incan Empire was also very big on religion. The roads they constructed represented a way to pay homage to the deities, linking sacred shrines to major

temples, such as the Temple of the Sun in Cuzco. Because Cuzco was both the political and religious capital of the empire, the roads that covered 19,000 miles connected the people to both their religion and government allowing the Incan leader to control his people. Similar to the Incas major uses of their roads, the Tokugawa roads were used by officials to help consolidate their power. Feudal Japan was run by a political leader, called the shogun, who commanded over the daimyo. The Tokugawa shogun used the roads to watch and control his enemies. The roads spread across Japan and united specific regions. The roads acted as a way of fast communication between the shogun and the daimyo. The roads allowed the daimyo to travel between their homes and the shogun's castle in Edo. The creation of a communication system and roads that ran through the country helped to limit the possibility of revolts. Roads created faster movement, communication, control, and a feeling of unity for the regions that utilized them.

Railroads, also, aided Imperialistic countries looking to gain and control colonies. The railroad came at the time of the Industrial Revolution for Europe. The European powers were producing and consuming goods like never before and, as a result, they required more natural resources to fuel their growing economies. Europe looked to Asia and Africa. As document 9 states, the French were the most enthusiastic railroad builders in northern Africa. With the invention of the steam engine and the railroad, Europeans could now easily infiltrate inner Africa which before they couldn't due to the waterfalls and

rapids on African rivers and the harsh environment. So the French avidly built railroads to increase the area in Africa that they controlled and to aid the export of natural resources, especially rubber. The British also built railroads in Africa. Cecil Rhodes wanted to build a railroad to increase British control from Cairo to Capetown. The British in India, similarly, used their railroads to transport goods (mostly cotton) to the coast for shipment to England (Doc. 8). The British rail lines also helped to quell Indian uprisings by fast transportation of troops to the troubled areas. India also became more dependent upon the British by using the railroads for their postal system and transportation system for people and products. As part of imperialism the British made the Indians dependent economically on the British. As a result almost all the manufactured goods consumed by Indians traveled the rails and boats from Britain to India. Railroads significantly aided imperial countries in controlling other regions, particularly during the Industrial Revolution.

Roads and railroads were a physical mark in a country that tied it to a central government. It aided the imperialistic government by establishing faster communication, movement of troops, and trade, therefore increasing the unity and control of their empire. Roads and railroads created a smaller world before the internet and airplanes ever did.

Throughout history, transportation systems were used by various societies to unify and control empires. These systems include canals and railroads.

In Document number four shows that the Grand Canal was important to the Chinese because it was a main route to the capital city and they used it to travel to court and to carry grain from the ~~mountain~~ south to the north. Also shown in document number five, canals were vital to the functioning of the Aztec capital of Tenochtitlan, canals served as the major streets of the city and the canal carried major goods to the city's major market.

In Document number seven and eight explains how the railroads was a major effect in society. In Document number seven General Moltke considered railroads to be strategically important to Bismarck's

Military efforts. Troops could be transported six times as fast as the armies of Napoleon. Document number ~~eight~~ shows ~~to~~ the British used ~~to~~ railroads in India. Cheap and efficient way to get cotton to the coast for shipment. ~~and~~ Also the railroads were a faster way to ~~to~~ bring troops to the trouble spots.

As show in the documents above the canals and Rail roads were a major effect on society for transporting and ~~to~~ set to places a lot ~~quicker~~.

Throughout history, transportation systems were used by various societies to control and unify empires. These transportation systems include roads and railroads. Societies used these systems for different reasons.

Roads have been a major part of the rise and fall of some great empires. For example, the Roman empire was so large, the only way to keep it together was to have a system of roads throughout it. <sup>(Outside Knowledge)</sup> In the Roman Empire, the earliest roads were used by the military to move troops and ease communication for the army. (Document 1). These roads and highways were not originally created for the benefit of civilians, but later on, that's what ended up happening. (Document 1).

~~These~~ These roads were very important in the creation of the great Roman Empire, but ~~that~~ that is not the only society to benefit from the building of roads. Another society would be the Incas. "The Inca empire could ~~never~~ never have been created without this communication system that carried important officials, government ~~communications~~, correspondence, entire armies, & all manner of commodities & trade goods". (Document 2). These road systems helped define symbolic alignments, link sacred shrines to the Temple of the Sun, and separate different groups of people living ~~near~~ near the capital. (Document 2). Another example would be China's Silk Road. This road allowed trade between China and Europe. (Outside Knowledge).

Many empires were run through the use of railroads. For example, in Germany, railroads were used to transport troops quicker, which gave them advantages in warfare. In strategic calculations, the concentration of armies & the speed of mobilization became an essential factor. (Document 7). In India, the British used railroads to control the shipment of cotton, troops, and other goods. (Document 8). Since India had all of these raw materials Britain could use, India became known as Britain's "Jewel in the Crown". (Outside knowledge). In Africa, the French built railroads to transport troops to unexplored territory, and to export natural rubber, and other goods. After that, the French did little railroad building. (Document 9). Many other nations used railroads to transport goods, people, and help keep a country together. (Outside knowledge).

Transportation systems are good for many reasons. People, goods, and other things can be transported quicker. Empires can be controlled and unified through these systems. Although many <sup>different</sup> societies made good use out of their transportation system, most were used for the same purposes.

From the earliest days of civilization, most major civilizations have been largely dependent on methods of communication to keep the civilization or empire united. Better methods of transportation were invaluable to empires, for they had the ability to unite the nations and maintain control. Roads and railroads are among two of the most important and prominent methods of transportation that allowed empires and nations to stay together. Communication and transportation are essential in keeping an empire under control and successful, as is demonstrated by the use of roads and railroads throughout history.

Roads, one of the most important and oldest methods of transportation, has been invaluable to empires throughout the years. Romans considered roads a very important facet of their empire. The roads allowed troops to move quickly around the empire, and later they began to be used also for civilian travel. Roads in ancient Rome were instrumental in keeping the Roman empire unified and territory conquered by Rome under Rome's control. Roads spanned the entire empire. As Roman emperors conquered areas, they built roads to gain profit from the region and to protect against rebellion. The phrase, "all roads led to Rome" means the road system physically and psychologically connected the furthest parts of the empire to Rome. Because the roads unified the territory, trade and profit expanded.

Brian M. Fagan, a historian and author, explains how roads were necessary in Incan civilization. They were used to give a concrete

link between civilians and their more secluded central government, which was invaluable because the Incas ruled over such diverse lands with difficult geography. Mountains separated communities creating a very diverse population. The roads allowed for these diverse people to be connected. Just like in Rome, all roads on the Inca network led to the capital city, Cuzco. Roads also allowed for the movement of government messages and armies as well as for the exchange of commodities between different regions in the empire. In Japan, the Tokugawa shogunate also employed roads to keep a firm control of their empire. The Tokugawa gave their messengers priority over civilians using the road system, but it was brutal work being a messenger just like in the Inca Empire. The Tokugawa prohibited their civilians from traveling at night, exercising their control over their people. The Tokugawa shogunate could control or stop products, ideas, and people by controlling traffic on the roads. As time went by and new technologies developed, railroads became a faster and more convenient way to transport people and ideas than roads.

Railroads were employed by many countries and empires in order to maintain control over large regions. General Moltke of Prussia was enthusiastic about using railroads in order to mobilize troops much quicker. He thought this would give Bismarck a substantial advantage over other armies as speed was a high priority in military affairs. Bismarck fought several wars including the Franco-Prussian War in his effort to unite Germany. The railroads

allowed him to carry troops, equipment, and reinforcements to different fronts. With the help of the wars and the railroads, Bismarck was finally able to unify Germany in the 1870s. The British also used railroads in keeping control of India. The British originally built railroads in their "crown jewel" of their colonies, India, in order to get more complete and assured control over the people. Several British groups also experienced gain because of railroads, such as cotton manufacturers using them to transport cotton inexpensively to the Indian coast and industrialists transporting British railroad equipment to India for a profit. Most importantly to the government's control of India, however, was the new ability for British troops to move around India at an accelerated speed, which allowed them to stamp out rebellions and problems in India. Unfortunately for the British, because they did not limit travel and ideas on this transportation system, the railroads actually allowed Indians a way to communicate with each other and to unite themselves against the British. The railroads in French-occupied Africa were used to allow easier exportation of natural rubber and transportation of their troops through unpopulated African territory. The French used the railroads to exploit the resources of Africa and to maintain control over their colonies. They also used the railroads when necessary to put down rebellions. It is worth noting that railroads and roads both played almost equally significant roles in the empires they were built by.

Roads and railroads, looked at from a political perspective, had many of the same effects. Both allowed troops to be transported around the empire significantly faster than they had been before, encouraging a more politically unified colony and stronger <sup>political</sup> domination by the mother country, like in India, Rome, the Incan civilization, Japan under the Tokugawa Shogunate, and a newly formed Germany. Railroads and roads were also similar in that both encouraged trade in that it provided cheaper, easier and more efficient transportation of goods throughout an empire, as is demonstrated by the cotton trade in India and exporting natural rubber in Africa, which predominately helps the mother country under the system of imperialism. Under this system, a colony served as a source of raw materials and a market for manufactured goods for the mother country. It was the typical <sup>economic</sup> policy of imperialism employed by mother countries at the time of British domination in India and French control of northern Africa. However, although the two shared clear similarities, they were quite obviously different; the railroad was a sped up version of the road that came with the development of industry and <sup>more</sup> advanced technology.

Roads and railroads, both staples of civilization <sup>in the</sup> past, present, and future made clear impacts on their societies. Today the world uses more advanced technologies as well, such as cars and airplanes, that allow some of the same advantages roads and railroads provided, but on a larger and faster scale.

## Practice Paper A—Score Level 3

### The response:

- Develops the task with some depth for roads and railroads
- Is both descriptive and analytical (*roads*: served as both offensive and defensive purposes for the Roman army; helped the Romans to mobilize their army and properly control their empire; helped in the cultural diffusion of information from all parts of the empire; the Inca Empire was located high and in the Andes Mountains and transportation without properly built roads was virtually impossible; *railroads*: by the 1800s, they had emerged as the one of the best forms of transporting goods and people; helped speed up the mobilization and concentration of armies; made it possible for the Prussians to move their entire military hundreds of miles in a very short time, which led to the defeat of their enemies; without them, it would have been difficult to regulate colonial affairs in India; railroads helped Britain keep control of its very profitable colonies, which allowed Britain to expand its power)
- Incorporates some relevant information from documents 1, 2, 7, and 8
- Incorporates limited relevant outside information (*roads*: it is reported that Phidippedes ran 26 miles along a series of roads and pathways to warn his fellow Athenians; without paths and roads, Phidippedes' journey would have been near impossible and the Athenians as well as the Spartans might have been defeated; *railroads*: Bismarck used his strategy which he called "Blood and Iron" to unify Germans; Bismarck instigated war with places such as Austria and France because he knew the railroads gave him a military advantage)
- Includes some relevant facts, examples, and details (*roads*: Romans initially built them to transport their military; made it easy for a large army to march hundreds even thousands of miles; Inca roads were used to carry important officials, government correspondence, and trade goods; by using roads, the Incas were able to connect the many scattered cities of their empire and establish a strong stable society; *railroads*: Prussian General Moltke saw that railroads could be effective toward Bismarck's efforts; used by British colonial officials and businessmen to transport finished goods and troops)
- Demonstrates a satisfactory plan of organization; includes an introduction that discusses the role of roads in stopping the defeat of Athens and Sparta and a conclusion that restates the theme and includes a reference to the use of transportation today

**Conclusion:** Overall, the response fits the criteria for Level 3. The response begins strongly with the story of Phidippedes to introduce the role of transportation systems in unifying and controlling regions. Analytic statements enhance the response, but the lack of specific historical facts and details limit the development of the task.

## Practice Paper B—Score Level 4

### The response:

- Develops the task by explaining how various societies unified and controlled regions by using roads and railroads
- Is both descriptive and analytical (*roads*: the expression “all roads lead to Rome” means that both symbolically and physically the roads went from all over the empire to Rome; the Incas were similar to Rome because they utilized their roads for connecting far off territories to the capital Cuzco; roads represented a way to pay homage to the deities, linking sacred shrines to major temples; the roads allowed the Inca leader to control his people; Tokugawa roads were used by officials to help consolidate their power; the creation of a communication system and roads helped limit the possibility of revolts; *railroads*: aided imperialistic countries looking to gain and control colonies; the French avidly built railroads to increase the area in Africa that they controlled and to aid in the export of natural resources, especially rubber; India became more dependent on the British by using the railroads for their postal system and transportation system for people and products)
- Incorporates relevant information from documents 1, 2, 3, 8, and 9
- Incorporates relevant outside information (*roads*: Rome used the roads to make sure the people followed their rules and to have knowledge of possible rebellions or threats; because of the Inca runners called *chasquis*, the people knew the demands of the Inca government; feudal Japan was run by a central political leader called the shogun who commanded the daimyo; allowed the shogun to rule and control specific regions; allowed the daimyo to travel between their homes and the shogun’s castle in Edo; *railroads*: came at the time of the Industrial Revolution; Europe required more natural resources to fuel its growing economies; with the invention of the steam engine and the railroad, Europeans could now easily infiltrate inner Africa, which before they could not due to the waterfalls and rapids on African rivers and the harsh environment; Cecil Rhodes wanted to build a railroad to increase British control from Cairo to Capetown; almost all the manufactured goods consumed by Indians traveled the rails and boats from Britain to India)
- Supports the theme with relevant facts, examples, and details (*roads*: Roman roads were originally built to increase the speed and mobility of the troops; Roman roads, such as *Via Nova*, made for easy access even in the outermost provinces; *railroads*: British used railroads to transport goods, mostly cotton, to the coast of India for shipment to England; British rail lines helped to quell Indian uprisings by fast transport of troops to troubled areas)
- Demonstrates a logical and clear plan of organization; includes an introduction that states transportation systems represent the best ways for a government to reach out to the farthest corners of an empire and make it unified and a conclusion that states roads and railroads created a smaller world before the Internet and airplane did

**Conclusion:** Overall, the response fits the criteria for Level 4. This response demonstrates a good understanding of the task by highlighting similarities in the ways transportation systems were used to unify and control regions across time and place. Although the response is somewhat repetitive, the inclusion of good historical details to clarify document information strengthens it.

## Practice Paper C—Score Level 1

### The response:

- Minimally develops the task by mentioning canals and railroads
- Is descriptive (*canals*: the Grand Canal was important to the Chinese because it was a main route to the capital city; vital to the functioning of the Aztec capital of Tenochtitlán; *railroads*: General Moltke considered them to be strategically important to Bismarck’s military efforts; railroads were a faster way to bring troops to trouble spots)
- Includes minimal information from documents 4, 5, 7, and 8
- Presents no relevant outside information
- Includes few relevant facts, examples, and details (*canals*: the Chinese used the Grand Canal to travel to court; they served as the major streets of Tenochtitlán; *railroads*: troops could be transported six times as fast as the armies of Napoleon)
- Demonstrates a general plan of organization; includes an introduction that is a restatement of the theme and a conclusion that states transportation helped people get places faster

**Conclusion:** Overall, the response fits the criteria for Level 1. Document information and simplistic statements are used to briefly address the task. The lack of explanation of details results in a list of statements about the use of transportation systems by various societies without any connection to unifying or controlling regions.

## Practice Paper D—Score Level 2

### The response:

- Minimally develops the task for roads and railroads
- Is primarily descriptive (*roads*: have been a major part of the rise and fall of some great empires; Roman Empire was so large that the only way to keep it together was by a system of roads; Roman roads and highways were not originally created for the benefit of civilians; *railroads*: in Germany, concentration of armies and speed of mobilization became an essential factor; many nations used railroads to keep a country together)
- Incorporates limited relevant information from documents 1, 2, 7, 8, and 9
- Presents no relevant outside information
- Includes relevant facts, examples, and details (*roads*: earliest Roman roads were used to move troops and ease communication for the army; Inca roads helped define symbolic alignments, link sacred shrines to the Temple of the Sun, and separate different groups of people living near the capital; *railroads*: in Germany, they were used to transport troops quicker, which gave them advantages in warfare; in India, the British used them to control the shipment of cotton, troops, and other goods; the French built them in Africa to transport troops to unexplored territory)
- Demonstrates a general plan of organization; includes an introduction and a conclusion that are a restatement of the theme

**Conclusion:** Overall, the response fits the criteria for Level 2. The inclusion of some repetitive statements is offset by a few scattered analytical statements that demonstrate an understanding of the task. A lack of historical details and a lack of development weaken the response.

## Practice Paper E—Score Level 5

### The response:

- Thoroughly develops the task evenly and in depth by explaining how various societies unified and controlled regions by using roads and railroads
- Is more analytical than descriptive (*roads*: were instrumental in keeping Roman territory under control; because they unified Roman territory, trade and profit expanded; the road system physically and psychologically connected the furthest parts of the empire; Incas used them for a concrete link between civilians and the more secluded central government; the Tokugawa employed roads to keep a firm control over the empire by giving government messengers priority; the Tokugawa shogunate could control or stop products, ideas, and people by controlling traffic on the roads; *railroads*: gave Bismarck a substantial advantage over other armies as speed was a high priority; the British built them in India to get more complete control; the French used them to exploit the resources of Africa and maintain control; both roads and railroads encouraged a more unified colony and stronger domination by the mother country; it was a sped up version of the road that comes with industry and more advanced technology)
- Incorporates relevant information from documents 1, 2, 3, 7, 8, and 9
- Incorporates substantial relevant outside information (*roads*: as Roman emperors conquered areas, they built roads to gain profit; Incas ruled over diverse lands with difficult geography; mountains separated Inca communities and roads allowed people to be connected; like Rome, all roads on the Inca network led to the capital city, Cuzco; *railroads*: helped Bismarck to carry troops, equipment, and reinforcements to different fronts and unify Germany; railroads allowed Indians a way to communicate with each other and unite themselves; French used them to put down rebellions; both roads and railroads helped the mother country under imperialism; policy of economic imperialism employed by the mother country at the time of British domination in India and French control of northern Africa)
- Richly supports the theme with many relevant facts, examples, and details (*roads*: allowed troops to move quickly; Inca roads allowed for the movement of government messages, armies, and for the exchange of commodities between different regions; Tokugawa exercised control by prohibiting civilians from using them at night; *railroads*: General Moltke of Prussia was enthusiastic about using railroads to mobilize troops quicker; British used them to keep control of India; helped the British stamp out rebellions and problems; railroads in French-occupied Africa meant easier exportation of rubber and the ability to transport troops through unconquered territory)
- Demonstrates a logical and clear plan of organization; includes an introduction that states communication and transportation are essential to keeping an empire under control and a conclusion that refers to the advantages of today's advanced technology

**Conclusion:** Overall, the response fits the criteria for Level 5. The historical framework and effective analytic statements are indicative of a strong understanding of the impact of roads and railroads on unifying and controlling regions. Comparisons between the ways societies used each transportation system provides a good segue to a general evaluation of roads and railroads that highlights specific examples.

# Global History and Geography Specifications January 2012

## Part I Multiple Choice Questions by Standard

Standard	Question Numbers
1—United States and New York History	N/A
2—World History	2, 6, 7, 9, 10, 12, 13, 16, 21, 22, 25, 29, 32, 34, 35, 36, 40, 44, 45, 46, 47, 49
3—Geography	1, 4, 5, 8, 14, 17, 19, 24, 27, 33, 37, 38, 42, 43, 48, 50
4—Economics	3, 11, 15, 18, 26, 28, 30, 41
5—Civics, Citizenship, and Government	20, 23, 31, 39

## Parts II and III by Theme and Standard

	Theme	Standards
Thematic Essay	Change: Individuals	Standards 2, 4, and 5: World History; Economics; Civics, Citizenship, and Government
Document-based Essay	Science and Technology; Change; Power; Movement of People and Goods; Human and Physical Geography; Imperialism; Environment and Society; Nationalism	Standards 2, 3, 4, and 5: World History; Geography; Economics; Civics, Citizenship, and Government

Scoring information for Part I and Part II is found in Volume 1 of the Rating Guide.

Scoring information for Part III is found in Volume 2 of the Rating Guide.

**The *Chart for Determining the Final Examination Score for the January 2012 Regents Examination in Global History and Geography* will be posted on the Department's web site at: <http://www.p12.nysed.gov/apda/> on the day of the examination. Conversion charts provided for the previous administrations of the Global History and Geography examination must NOT be used to determine students' final scores for this administration.**

### **Submitting Teacher Evaluations of the Test to the Department**

Suggestions and feedback from teachers provide an important contribution to the test development process. The Department provides an online evaluation form for State assessments. It contains spaces for teachers to respond to several specific questions and to make suggestions. Instructions for completing the evaluation form are as follows:

1. Go to <http://www.forms2.nysed.gov/emsc/osa/exameval/reexameval.cfm>
2. Select the test title.
3. Complete the required demographic fields.
4. Complete each evaluation question and provide comments in the space provided.
5. Click the SUBMIT button at the bottom of the page to submit the completed form.