

AP World History

DBQ Essay

Directions: The following question is based on the accompanying Documents 1-8. (The documents have been edited for the purpose of this exercise.) Write your answer on the lined pages provided.

This question is designed to test your ability to work with and understand historical documents.

Write an essay that:

- Has a relevant thesis and supports that thesis with evidence from the documents.
- Uses all of the documents.
- Analyzes the documents by grouping them in as many appropriate ways as possible. Does not simply summarize the documents individually.
- Takes into account the sources of the documents and analyzes the authors' points of view.
- Identifies and explains the need for at least one additional type of document.

You may refer to relevant historical information not mentioned in the documents.

Using the documents, evaluate why it was Europe, and not anyone else, who explored and conquered the rest of the world during the Modern Era.

What kinds of additional documents would help you answer the question?

Document 1

Guns, Germs and Steel, Jared Diamond, ethnobiologist

Plant and animal domestication meant much more food and hence much denser human populations. The resulting food surpluses, and (in some areas) the animal-based means of transporting those surpluses, were a prerequisite for the development of a settled, politically centralized, socially stratified, economically complex, technologically innovative societies. Hence the availability of domestic plants and animals ultimately explains why empires, literacy, and steel weapons developed earliest in Eurasia and later, or not at all, on other continents. The military uses of horses and camels, and the killing power of animal-derived germs, complete the list of major links between food production and conquest . . .

Eurasian peoples happened to inherit many more species of domesticable large wild mammalian herbivores than did people of the other continents. That outcome, with all of its momentous advantages for Eurasian societies, stemmed from three basic facts of mammalian geography, history and biology. First, Eurasia, benefiting its large area and ecological diversity, started out with the most candidates. Second Australia and the Americas, but not Eurasia or Africa, lost most of their candidates in a massive wave of late-Pleistocene extinctions . . . Finally, a higher percentage of the surviving candidates proved suitable for domestication on Eurasia than on other continents.

Document 2

Technological Achievements Important to Ocean Voyages

<u>TECHNOLOGICAL ACHIEVEMENT</u>	<u>CHINA</u>	<u>EUROPE</u>
AXIAL RUDDER	1 ST CENTURY	12 TH CENTURY
MULTIPLE MASTS AND SAILS	2 ND CENTURY	14 TH CENTURY
WATERTIGHT COMPARTMENTS IN SHIP HULLS	2 ND CENTURY	18 TH CENTURY
LEEBOARD	8 TH CENTURY	16 TH CENTURY
MAGNETIC COMPASS (AS USED IN NAVIGATION)	9 TH TO 11 TH CENTURY	12 TH CENTURY

Document 3

Why China Didn't Rule the Waves? by Kenneth Pomeranz and Steven Topik, 2000 in The World That Trade Created.

The governments' policy shift [against voyages and explorations like Zheng He's] began when a new faction gained influence in China's Ming court. Its members advocated a greater focus on domestic and continental matters, emphasizing agricultural production, internal stability, a military buildup and colonization at the edges of the Central Asian steppe, and refurbishment of the Great Wall, designed to repel invaders.

That explains the end of government-sponsored navigation. But though many think all of China turned inward along with the government, the real story is very different. The curtailing of private sector ocean trips involved more complex factors. Private traders became more active than ever on the Southeast Asian shipping routes, but never went as far as the treasure ships had. Unlike the Ming court, private traders based their decision on market forces.

Timber for big boats was expensive, especially in busy trade centers, since large populations meant heavy use of firewood and building wood. The market responded by developing a huge private trade in timber, which grew up wherever there was water transport. Moving logs from the deep forests used too much labor, so by the eighteenth century the cost of building a boat on the central China coast had risen about three times as fast as the price of rice. Chinese shippers took the logical, market-driven way out: contracting for construction of boats at various Southeast Asian locations, often in shipyards run by their relatives or other Chinese emigrants.

China wasn't closed, and the market didn't halt because of artificial factors. There just wasn't a market for the outsized "treasure ships" anymore. Instead of financing big ships for long hauls to India and the Middle East, Chinese traders commissioned smaller vessels, capable of carrying porcelain and silk to midway points, where traders would buy Indian cotton and indigo for the return trip. The shorter routes also fit better with weather patterns, keeping Chinese merchants out of far flung ports where shifting monsoon winds could strand a ship for months.

Deference to the weather proved good business, but was a detriment to the development of shipbuilding and open ocean navigation. To make big ships and long voyages worth the investment required ulterior motives, such as missionary work, military competition, or the desire to monopolize the seas and bypass the competitive markets in all these port cities. The Chinese left such ambitious projects to the Europeans, who proved willing to defy market principles, thereby launching a new era and pattern for world trade.

Document 4

The Rise of the West by Jack Goldstone, historian, 2001.

Why didn't China continue its voyages? Landes [a historian] argued that China – governed by ignorant despots and lacking in thirst for profits or adventure - - turned its back on maritime trade, dooming it to an inward, closed economy.

The Chinese ceased voyaging to the coast of Africa for the same reason the United States stopped sending men to the Moon – there was nothing there to justify the costs of such voyages. The further China sailed, the poorer and more barren the lands that they found. Goods of value came mainly from India and the Middle East, and they had already been pouring into China by established land and sea routes for hundreds of years (Bentley 1998).

Rationally, what should the Chinese have done? The prevailing pattern of monsoon winds in East Asia, which blow south down the China coast and east from India, and then reverse, leads to a highly rational (and inexpensive) sailing pattern in which ships from China, India and the Arab world converge on Malacca and Aceh in Southeast Asia and exchange their cargoes there, then sail home on favorable winds with the shift in seasons.

Quite reasonably, Chinese maritime merchants therefore aimed to master the seas from Korea and Japan to the Philippines and southeast Asia, a mastery that they gained early and which provided China with a thriving maritime international trade well into the nineteenth century (Goodly 1996, Frank 1998; Das Gupta 1994:I, 408 and II, 39) The evidence for Chinese domination of Southeast Asian trade is still before us in the Chinese trading communities of Southeast Asia, which from Singapore to Indonesia still dominate commercial enterprise in the region.

Document 5

Dr. Franklin Knight, historian at Johns Hopkins University

Europe was the most vulnerable and marginal of the world's regions. It had the least amount of manpower. It needed to find an economic niche and chose sea transportation since Asia already had land.

Europe's small area, relative to the rest of the world, forced it to become competitive. At first just with itself, so European nations fought other European nations and because of this competition it became better at certain things like war.

Document 6

Dr. Paul Kennedy, historian at Yale University

Europe had to compete with its own neighbors and on the high seas with everyone else. It had a great desire for profit and power. This desire, along with the nexus of power and profit formed by its governments and banker, fuels expansion especially in the realm of trade.

Document 7

"1491" by Charles C. Mann in *The Atlantic Monthly* March 2002,

The Indians in Peru, Dobyns [Henry F. Dobyns Ph.D] concluded, had faced plagues from the day the conquistadors showed up – in fact, before then smallpox arrived around 1525, seven years ahead of the Spanish. Brought to Mexico apparently by a single sick Spaniard, it swept south and eliminated more than half the population of the Incan Empire. Smallpox claimed the Inca dictator Huayna Capac and much of his family, setting off a calamitous war of succession.

Document 8

Francisco Pizarro, Spanish Conqueror of Peru, 1532

The Governor [Pizarro] said to Atahualpa, "Do not take it as an insult that you have been defeated and taken prisoner, for with the Christians who come with me, though so few in number, I have conquered greater kingdoms than yours, and have defeated other more powerful lords than you, imposing upon them the dominion of the Emperor, whose vassal I am, and who is the King of Spain and of the universal world. We come to conquer this land by his command, that all may come to a knowledge of God and of His Holy Catholic Faith; and by reason of our good mission, God, the Creator of heaven and earth and of all things in them, permits this, in order that you may know Him and come out from the bestial and diabolical life that you lead. It is for this reason that we, being so few in number, subjugate that vast host."