

1. Evaluate the extent to which new transportation and/or communication technologies affected African societies during the period circa 1850 to 1960.

**Note:** The map shows some of the locations mentioned in the documents and is provided as a reference. The map is NOT one of the seven documents.

*The space for your response is below the map.*



In your response you should do the following:

- Respond to the prompt with a historically defensible thesis or claim that establishes a line of reasoning.
- Describe a broader historical context relevant to the prompt.
- Support an argument in response to the prompt using at least four documents.
- Use at least one additional piece of specific historical evidence (beyond that found in the documents) relevant to an argument about the prompt.
- For at least two documents, explain how or why the document's point of view, purpose, historical situation, and/or audience is relevant to an argument.
- Demonstrate a complex understanding of a historical development related to the prompt through sophisticated argumentation and/or effective use of evidence.

### Document 1

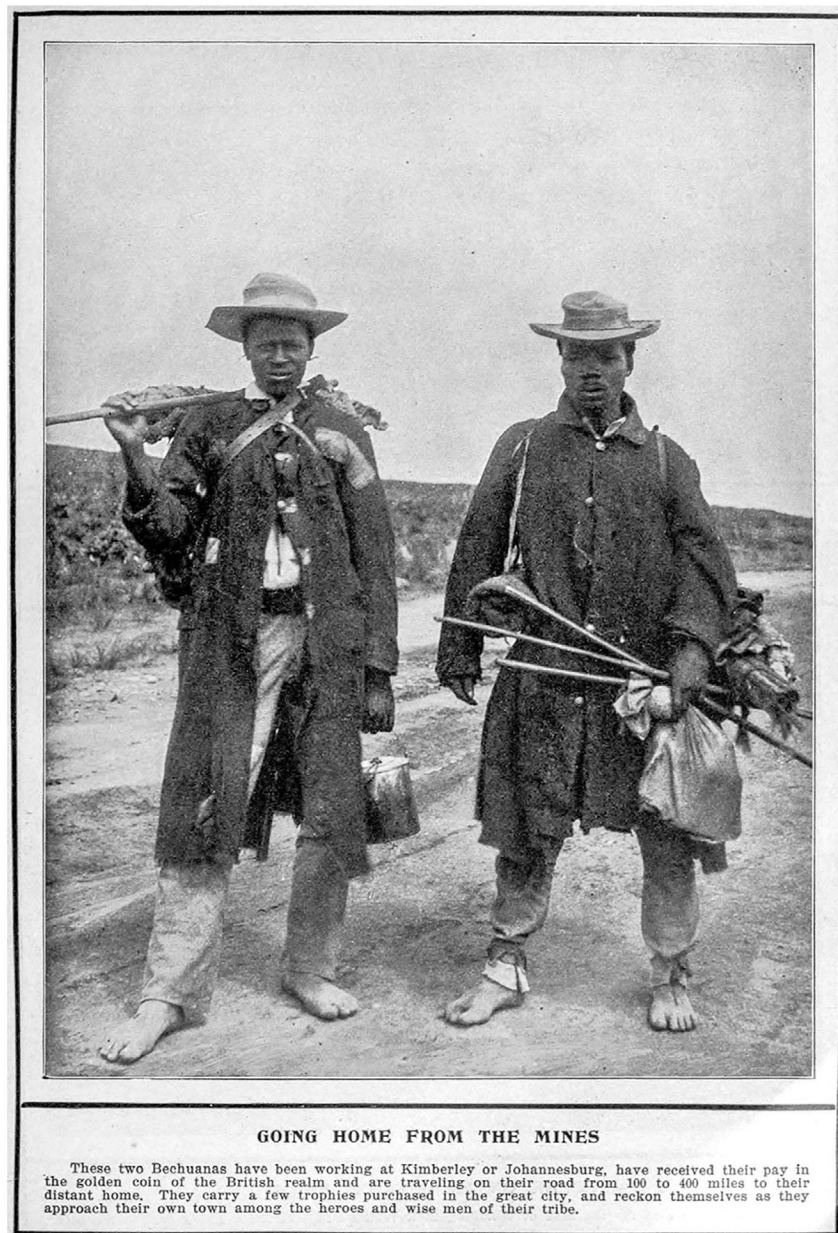
Source: Bai Bureh and other leaders of the Temne people in Sierra Leone (in West Africa), letter to the British colonial authorities of Sierra Leone, 1896

“We received a letter from the colonial Governor sent to tell us that the British Queen now takes the whole of Temne country. We read the Governor’s letter and we now know the law that the Governor puts on us; namely, that we are to pay a tax on our houses each year so the Government can build roads and a rail line.<sup>1</sup> ... But we must inform you that we are not able to pay a tax for our own houses because we have no power and no money to do so. So please tell the Governor we beg him not to impose the tax and to consider the old agreement he made with our fathers.”

1: The British colonial authorities attempted to impose a “hut tax” on each African household in Sierra Leone to raise money for transportation projects.

## Document 2

Source: William Douglas Mackenzie, Protestant minister born in South Africa who later emigrated to the United States, image from his illustrated book *South Africa: Its History, Heroes and Wars*, published in Chicago, 1899



*The photograph shows two African employees of the Kimberley Diamond mines in South Africa. The caption reads: "GOING HOME FROM THE MINES. These two Bechuanas [members of the Tswana people of southern Africa] have been working at Kimberley or Johannesburg, have received their pay in the golden coin of the British realm, and are traveling on their road from 100 to 400 miles to their distant home. They carry a few trophies purchased in the great city, and reckon themselves as they approach their own town among the heroes and wise men of their tribe."*

**Document 3**

Source: Exchange of telegrams between William Low, British colonial official in Gold Coast (present-day Ghana), and British Colonial Secretary Joseph Chamberlain in London, 1900

“[April 30, 1900; Low to Chamberlain]: Update on the fighting against the Ashanti<sup>1</sup> — Ashanti warriors launched a serious attack on a telegraph clerk while he was repairing telegraph lines that had previously been severed by the Ashanti. Other telegraph clerks report Ashanti troops have effectively blockaded the main road to the city of Kumasi since April 25th. Government troops from Lagos [in Nigeria] were sent to Kumasi. We hope that they will succeed in reopening communications.

[May 1, 1900; Chamberlain to Low]: In response to your telegram of April 30th, we will be sending 250 more troops from southern Nigeria to Kumasi to counter Ashanti attacks. I will also send 50 additional Frontier Police from Sierra Leone to the Ashanti territories for protection of British life and property.”

1: The Ashanti Empire was an African state adjacent to the British Gold Coast colony, whose rulers fought five wars of resistance against British colonial expansion during the nineteenth century.

**Document 4**

Source: Peninsular and Oriental Steam Navigation Company (P&O), a British shipping company that provided passenger and freight service from Great Britain to many parts of the world, an advertising brochure for travelers on P&O's ships to Egypt, 1908

“As we leave the ship at Alexandria and board the train to Cairo, we may observe simple farm and rural scenes but also, here and there, the huge new cotton mills that remind us that Egypt is progressive and up to date.

Cairo has changed greatly since 1882,<sup>1</sup> and it is inevitable that, in a country so closely in touch with Western civilization, many traditional local shops have been replaced by storefronts with large windows displaying products of European industry. In the west end of Cairo huge hotels and commercial buildings have replaced the former delightful residences of the elite. In the hotels, the vibrant social life of modern Cairo is in full swing, making the city attractive to many.”

1: Beginning in 1882, Great Britain effectively controlled Egypt without formally colonizing the country.



**Document 5**

Source: British Parliamentary Commission appointed to investigate the spread of tuberculosis in South Africa, report of its findings presented to the British Parliament, 1914

“In those towns which were the first to be opened up by the railway, the disease of tuberculosis has prevailed the longest and to the greatest extent.

The opening up of South Africa as a result of the development of diamond and gold mining has led to the creation of labor centers and the clustering of the African and mixed-race populations in towns and in separate workers’ quarters, where the conditions of housing and general health have been bad in the extreme. For the first time, increasing numbers of Africans are crowding into urban centers in search of work that dire economic conditions and expanding needs are forcing them to undertake.

With these changes have come changes in habits, in clothing, and in diet, the adoption of European vices, and exposure to unhealthy conditions of labor in mines and elsewhere.... It is evident that the rise of industry has produced exactly those conditions that can best account for the spread of tuberculosis in South Africa.”

**Document 6**

Source: William Claridge and Hugh Clifford, British colonial officials employed in the colony of Gold Coast (present-day Ghana), *A History of the Gold Coast and Ashanti*, book published in London, 1915

“The completion of the railway from [the port] of Sekondi to Kumasi in 1903 has been followed by the construction of another line from [the port of] Accra to the cocoa-bearing districts, and these two lines have enormously facilitated trade. The first line has also been responsible for the establishment of numerous European trading firms in Kumasi, which has become a great trading center.

The abolition of the slave trade and the acquisition of most of the gold-bearing lands in the colony by European entrepreneurs has caused the local people to seek work in timber, rubber collecting, and agriculture, which the Government has encouraged by holding agricultural shows and providing traveling instructors to assist farmers with expert advice.

A submarine cable to England was connected in July 1886, and telegraphic communication between different parts of the country has been extended even to the northern districts.”

**Document 7**

Source: Toyin Falola, Nigerian historian and public intellectual, memoir about his childhood in the 1950s and 1960s, published in 2004

“The trains on which I sometimes took joy rides after skipping school were part of the changes that the British had introduced to Nigeria before I was born. By the 1930s, the new railway system had connected Ibadan, my home city, to the rest of the country.

Ibadan was in the heartland of the cocoa-growing belt. Millions of cocoa bags were brought to the city, to be carried by train to the port in Lagos for onward transmission to Europe. Ibadan was also in the region producing palm oil and peanuts, which ended up in far-flung places such as New York and London....

The trains brought new settlers to Ibadan. They created new neighborhoods defined by ethnicity, race, and education. The old city, whose native residents called each other ‘Mesiogo,’ had remained intact, but the new immigrants had established their own new city, which had become fully developed, well populated, and vibrant. The Mesiogo would travel from the old to the new city to shop, buying goods from the Lebanese, Syrians, and Indians as well as from the Igbo, Edo, Urhobo, and Ibibio immigrants from other parts of Nigeria who had flocked to the city. The new areas were the first to acquire the modern amenities of electricity and pipe-borne water.”