



Chapter Twenty-Four

Industry Comes of
Age, 1865-1900

Kennedy, The American Pageant

Chapter 24

The federal government contributed to the building of the national rail network by

1. importing substantial numbers of Chinese immigrants to build the railroads.
2. providing free grants of federal land to the railroad companies.
3. building and operating the first transcontinental rail lines.
4. transporting the mail and other federal shipments over the rail lines.

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Chapter 24

The federal government contributed to the building of the national rail network by

2. providing free grants of federal land to the railroad companies.

Hint: See pages 530–531.

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The two railroads that joined to create the first transcontinental line in 1869 were the

1. Union Pacific and the Great Northern.
2. New York Central and the Santa Fe.
3. Southern Pacific and the Northern Pacific.
4. Union Pacific and the Central Pacific.

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Chapter 24

The two railroads that joined to create the first transcontinental line in 1869 were the

4. Union Pacific and the Central Pacific.

Hint: See page 532.

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Chapter 24

Which of the following was not among the notable achievements of the railroad network?

1. opening up the West to settlement
2. inspiring greater federal investment in technical research and development
3. creating a single national market for raw materials and consumer goods
4. creating a uniform system of standard “time zones” across the United States

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Chapter 24

Which of the following was not among the notable achievements of the railroad network?

2. inspiring greater federal investment in technical research and development

Hint: See pages 535–536.

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Chapter 24

Which of the following was not among the corrupt practices commonly engaged in by railroad companies?

1. “stock watering”
2. “pools”
3. secret kickbacks or rebates to shippers
4. importing illegal immigrants to build railroad lines

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Chapter 24

Which of the following was not among the corrupt practices commonly engaged in by railroad companies?

4. importing illegal immigrants to build railroad lines

Hint: See pages 536–537.

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Chapter 24

Despite its weaknesses, the Interstate Commerce Act of 1887 was a significant achievement because

1. it enabled railroad workers to organize and demand better pay and working conditions.
2. it protected farmers and other shippers against “gouging” by the railroads.
3. it was the first large-scale attempt by the federal government to regulate business in the interests of society at large.
4. it provided a basis for research and technological innovations to improve railroad safety and efficiency.

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Chapter 24

Despite its weaknesses, the Interstate Commerce Act of 1887 was a significant achievement because

3. it was the first large-scale attempt by the federal government to regulate business in the interests of society at large.

Hint: See page 538.

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A “vertical trust” like the Carnegie Steel Corporation essentially worked to

1. create a system of “interlocking directorates” among supposedly competing companies.
2. drive out competing metal producers like those in copper and aluminum.
3. establish monopolistic control over every phase of business from raw material to final consumer.
4. establish an extremely hierarchical corporate organization, with all decisions tightly controlled at the top.

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A “vertical trust” like the Carnegie Steel Corporation essentially worked to

3. establish monopolistic control over every phase of business from raw material to final consumer.

Hint: See pages 539–540.

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Chapter 24

Financier J. P. Morgan exercised his economic power most effectively by

1. developing “horizontal integration” in the oil industry.
2. lending money to the federal government.
3. consolidating rival industries through “interlocking directorates.”
4. serving as the middleman between American industrialists and foreign governments.

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Chapter 24

Financier J. P. Morgan exercised his economic power most effectively by

3. consolidating rival industries through “interlocking directorates.”

Hint: See page 541.

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Chapter 24

Who of the following was not among the organizers of one of the large monopolistic “trust” corporations of the Gilded Age?

1. John D. Rockefeller
2. Andrew Carnegie
3. Philip Armour
4. Thomas Edison.

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Chapter 24

Who of the following was not among the organizers of one of the large monopolistic “trust” corporations of the Gilded Age?

4. Thomas Edison.

Hint: See pages 542–543.

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Chapter 24

When the Yale social theorist William Graham Sumner asked the question, “What do social classes owe each other?” the answer he gave was

1. “fair wages for a fair day’s work.”
2. “adherence to law and protection for the sick and aged.”
3. “acres of diamonds.”
4. “nothing.”

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Chapter 24

When the Yale social theorist William Graham Sumner asked the question, “What do social classes owe each other?” the answer he gave was

4. “nothing.”

Hint: See page 543.

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Chapter 24

The large trusts like Standard Oil and Swift and Armour justified their economic domination of their industries by claiming that

1. they were fundamentally concerned with serving the public interest over private profit.
2. only large-scale methods of production and distribution could provide superior products at low prices.
3. competition among many small firms was contrary to the law of economics.
4. only large American corporations could compete with huge British and German international companies.

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Chapter 24

The large trusts like Standard Oil and Swift and Armour justified their economic domination of their industries by claiming that

2. only large-scale methods of production and distribution could provide superior products at low prices.

Hint: See page 542.