

Thesis Passage 1

Historians generally agree that, of the great modern innovations, the railroad had the most far-reaching impact on major events in the United States in the nineteenth and early twentieth centuries, particularly on the Industrial Revolution. There is, however, considerable disagreement among cultural historians regarding public attitudes toward the railroad, both at its inception in the 1830s and during the half century between 1880 and 1930, when the national rail system was completed and reached the zenith of its popularity in the United States. In a recent book, John Stilgoe has addressed this issue by arguing that the “romantic-era distrust” of the railroad that he claims was present during the 1830s vanished in the decades after 1880. But the argument he provides in support of this position is unconvincing.

What Stilgoe calls “romantic-era distrust” was in fact the reaction of a minority of writers, artists, and intellectuals who distrusted the railroad not so much for what it was as for what it signified. Thoreau and Hawthorne appreciated, even admired, an improved means of moving things and people from one place to another. What these writers and others were concerned about was not the new machinery as such, but the new kind of economy, social order and culture that it prefigured. In addition, Stilgoe is wrong to imply that the critical attitude of these writers was typical of the period; their distrust was largely a reaction against the prevailing attitude in the 1830s that the railroad was an unqualified improvement.

Stilgoe’s assertion that the ambivalence toward the railroad exhibited by writers like Hawthorne and Thoreau disappeared after the 1880s is also misleading. In support of this thesis, Stilgoe has unearthed an impressive volume of material, the work of hitherto unknown illustrators, journalists, and novelists, all devotees of the railroad; but it is not clear what this new material proves except perhaps that the works of popular culture greatly expanded at the time. The volume of the material proves nothing if Stilgoe’s point is that the earlier distrust of a minority of intellectuals did not endure beyond the 1880s, and, oddly, much of Stilgoe’s other evidence indicates that it did. When he glances at the treatment of railroads by writers like Henry James, Sinclair Lewis, or F. Scott Fitzgerald, what comes through in spite of Stilgoe’s analysis is remarkably like Thoreau’s feeling of contrariety and ambivalence. (Had he looked at the work of Frank Norris, Eugene O’Neill, or Henry Adams, Stilgoe’s case would have been much stronger.) The point is that the sharp contrast between the enthusiastic supporters of the railroad in the 1830s and the minority of intellectual dissenters during that period extended into the 1880s and beyond.

1. The passage provides information to answer all of the following questions EXCEPT:
 - (A) During what period did the railroad reach the zenith of its popularity in the United States?
 - (B) How extensive was the impact of the railroad on the Industrial Revolution in the United States, relative to that of other modern innovations?
 - (C) Who are some of the writers of the 1830s who expressed ambivalence toward the railroad?
 - (D) In what way could Stilgoe have strengthened his argument regarding intellectuals' attitudes toward the railroad in the years after the 1880s?
 - (E) What arguments did the writers after the 1880s, as cited by Stilgoe, offer to justify their support for the railroad?
2. According to the author of the passage, Stilgoe uses the phrase "romantic-era distrust" (line 14) to imply that the view he is referring to was
 - (A) the attitude of a minority of intellectuals toward technological innovation that began after 1830
 - (B) a commonly held attitude toward the railroad during the 1830s
 - (C) an ambivalent view of the railroad expressed by many poets and novelists between 1880 and 1930
 - (D) a critique of social and economic developments during the 1830s by a minority of intellectuals
 - (E) an attitude toward the railroad that was disseminated by works of popular culture after 1880.
3. According to the author, the attitude toward the railroad that was reflected in writings of Henry James, Sinclair Lewis, and F. Scott Fitzgerald was
 - (A) influenced by the writings of Frank Norris, Eugene O'Neill, and Henry Adams
 - (B) similar to that of the minority of writers who had expressed ambivalence toward the railroad prior to the 1880s
 - (C) consistent with the public attitudes toward the railroad that were reflected in works of popular culture after the 1880s
 - (D) largely a reaction to the works of writers who had been severely critical of the railroad in the 1830s
 - (E) consistent with the prevailing attitude toward the railroad during the 1830s
4. It can be inferred from the passage that the author uses the phrase "works of popular culture" (lines 42–43) primarily to refer to the
 - (A) work of a large group of writers that was published between 1880 and 1930 and that in Stilgoe's view was highly critical of the railroad
 - (B) work of writers who were heavily influenced by Hawthorne and Thoreau
 - (C) large volume of writing produced by Henry Adams, Sinclair Lewis, and Eugene O'Neill
 - (D) work of journalists, novelists, and illustrators who were responsible for creating enthusiasm for the railroad during the 1830s
 - (E) work of journalists, novelists, and illustrators that was published after 1880 and that has received little attention from scholars other than Stilgoe

5. Which one of the following can be inferred from the passage regarding the work of Frank Norris, Eugene O'Neill, and Henry Adams?
- (A) Their work never achieved broad popular appeal.
 - (B) Their ideas were disseminated to a large audience by the popular culture of the early 1800s.
 - (C) Their work expressed a more positive attitude toward the railroad than did that of Henry James, Sinclair Lewis, and F. Scott Fitzgerald.
 - (D) Although they were primarily novelists, some of their work could be classified as journalism.
 - (E) Although they were influenced by Thoreau, their attitude toward the railroad was significantly different from his.
6. It can be inferred from the passage that Stilgoe would be most likely to agree with which one of the following statements regarding the study of cultural history?
- (A) It is impossible to know exactly what period historians are referring to when they use the term "romantic era."
 - (B) The writing of intellectuals often anticipates ideas and movements that are later embraced by popular culture.
 - (C) Writers who were not popular in their own time tell us little about the age in which they lived.
 - (D) The works of popular culture can serve as a reliable indicator of public attitudes toward modern innovations like the railroad.
 - (E) The best source of information concerning the impact of an event as large as the Industrial Revolution is the private letters and journals of individuals.
7. The primary purpose of the passage is to
- (A) evaluate one scholar's view of public attitudes toward the railroad in the United States from the early nineteenth to the early twentieth century
 - (B) review the treatment of the railroad in American literature of the nineteenth and twentieth centuries
 - (C) survey the views of cultural historians regarding the railroad's impact on major events in United States history
 - (D) explore the origins of the public support for the railroad that existed after the completion of a national rail system in the United States
 - (E) define what historians mean when they refer to the "romantic-era distrust" of the railroad

Thesis Passage 2

Global strategies to control infectious disease have historically included the erection of barriers to international travel and immigration. Keeping people with infectious diseases outside national borders has reemerged as an important public health policy in the human immunodeficiency virus (HIV) epidemic. Between 29 and 50 countries are reported to have introduced border restrictions on HIV-positive foreigners, usually those planning an extended stay in the country, such as students, workers, or seamen.

Travel restrictions have been established primarily by countries in the western Pacific and Mediterranean regions, where HIV seroprevalence is relatively low. However, the country with the broadest policy of testing and excluding foreigners is the United States. From December 1, 1987, when HIV infection was first classified in the United States as a contagious disease, through September 30, 1989, more than 3 million people seeking permanent residence in this country were tested for HIV antibodies. The U.S. policy has been sharply criticized by national and international organizations as being contrary to public health goals and human-rights principles. Many of these organizations are boycotting international meetings in the United States that are vital for the study of prevention, education, and treatment of HIV infection.

The Immigration and Nationality Act requires the Public Health Service to list “dangerous contagious diseases” for which aliens can be excluded from the United States. By 1987 there were seven designated diseases—five of them sexually transmitted (chancroid, gonorrhea, granuloma inguinale, lymphogranuloma venereum, and infectious syphilis) and two non-venereal (active tuberculosis and infectious leprosy). On June 8, 1987, in response to a Congressional direction in the Helms Amendment, the Public Health Service added HIV infection to the list of dangerous contagious diseases.

A just and efficacious travel and immigration policy would not exclude people because of their serologic status unless they posed a danger to the community through casual transmission. U.S. regulations should list only active tuberculosis as a contagious infectious disease. We support well-funded programs to protect the health of travelers infected with HIV through appropriate immunizations and prophylactic treatment and to reduce behaviors that may transmit infection.

We recognize that treating patients infected with HIV who immigrate to the United States will incur costs for the public sector. It is inequitable, however, to use cost as a reason to exclude people infected with HIV, for there are no similar exclusionary policies for those with other costly chronic diseases, such as heart disease or cancer.

Rather than arbitrarily restrict the movement of a subgroup of infected people, we must dedicate ourselves to the principles of justice, scientific cooperation, and a global response to the HIV pandemic.

8. According to the passage, countries in the western Pacific have
- (A) a very high frequency of HIV-positive immigrants and have a greater reason to be concerned over this issue than other countries.
 - (B) opposed efforts on the part of Mediterranean states to establish travel restrictions on HIV-positive residents.
 - (C) a low HIV seroprevalence and, in tandem with Mediterranean regions, have established travel restrictions on HIV-positive foreigners.
 - (D) continued to obstruct efforts to unify policy concerning immigrant screening.
 - (E) joined with the United States in sharing information about HIV-positive individuals.
9. The authors of the passage conclude that
- (A) it is unjust to exclude people based on their serological status without the knowledge that they pose a danger to the public.
 - (B) U.S. regulations should require more stringent testing to be implemented at all major border crossings.
 - (C) it is the responsibility of the public sector to absorb costs incurred by treatment of immigrants infected with HIV.
 - (D) the HIV pandemic is largely overstated and that, based on new epidemiological data, screening immigrants is not indicated.
 - (E) only the non-venereal diseases active tuberculosis and infectious leprosy should be listed as dangerous and contagious diseases.
10. It can be inferred from the passage that
- (A) more than 3 million HIV-positive people have sought permanent residence in the United States.
 - (B) countries with a low seroprevalence of HIV have a disproportionate and unjustified concern over the spread of AIDS by immigration.
 - (C) the United States is more concerned with controlling the number of HIV-positive immigrants than with avoiding criticism from outside its borders.
 - (D) current law is meeting the demand for prudent handling of a potentially hazardous international issue.
 - (E) actions by countries in the western Pacific and Mediterranean regions to restrict travel are ineffective.

11. Before the Helms Amendment in 1987, seven designated diseases were listed as being cause for denying immigration. We can conclude from the passage that
- (A) the authors agree fully with this policy but disagree with adding HIV to the list.
 - (B) the authors believe that sexual diseases are appropriate reasons for denying immigration but not non-venereal diseases.
 - (C) the authors disagree with the amendment.
 - (D) the authors believe that non-venereal diseases are justifiable reasons for exclusion, but not sexually transmitted diseases.
 - (E) the authors believe that no diseases should be cause for denying immigration.
12. In referring to the “costs” incurred by the public (line 64), the authors apparently mean
- (A) financial costs.
 - (B) costs to the public health.
 - (C) costs in manpower.
 - (D) costs in international reputation.
 - (E) costs in public confidence.

Thesis Passage 3

“A writer’s job is to tell the truth,” said Hemingway in 1942. No other writer of our time had so fiercely asserted, so pugnaciously defended or so consistently exemplified the writer’s obligation to speak truly. His standard of truth-telling remained, moreover, so high and so rigorous that he was ordinarily unwilling to admit secondary evidence, whether literary evidence or evidence picked up from other sources than his own experience. “I only know what I have seen,” was a statement which came often to his lips and pen. What he had personally done, or what he knew unforgettably by having gone through one version of it, was what he was interested in telling about. This is not to say that he refused to invent freely. But he always made it a sacrosanct point to invent in terms of what he actually knew from having been there.

The primary intent of his writing, from first to last, was to seize and project for the reader what he often called “the way it was.” This is a characteristically simple phrase for a concept of extraordinary complexity, and Hemingway’s conception of its meaning subtly changed several times in the course of his career—always in the direction of greater complexity. At the core of the concept, however, one can invariably discern the operation of three aesthetic instruments: the sense of place, the sense of fact, and the sense of scene.

The first of these, obviously a strong passion with Hemingway, is the sense of place. “Unless you have geography, background,” he once told George Antheil, “you have nothing.” You have, that is to say, a dramatic vacuum. Few writers have been more place-conscious. Few have so carefully charted out the geographical ground work of their novels while managing to keep background so conspicuously unobtrusive. Few, accordingly, have been able to record more economically and graphically the way it is when you walk through the streets of Paris in search of breakfast at a corner café . . . Or when, at around six o’clock of a Spanish dawn, you watch the bulls running from the corrals at the Puerta Rochapea through the streets of Pamplona towards the bullring.

“When I woke it was the sound of the rocket exploding that announced the release of the bulls from the corrals at the edge of town. Down below the narrow street was empty. All the balconies were crowded with people. Suddenly a crowd came down the street. They were all running, packed close together. They passed along and up the street toward the bullring and behind them came more men running faster, and then some stragglers who were really running. Behind them was a little bare space, and then the bulls, galloping, tossing their heads up and down. It all went out of sight around the corner. One man fell, rolled to the gutter, and lay quiet. But the bulls went right on and did not notice him. They were all running together.”

This landscape is as morning-fresh as a design in India ink on clean white paper. First is the bare white street, seen from above, quiet and empty. Then one sees the first packed clot of runners. Behind these are the thinner ranks of those who move faster because they are closer to the bulls. Then the almost comic stragglers, who are “really running.” Brilliantly behind these shines the “little bare space,” a desperate margin for error. Then the clot of running bulls—closing the design, except of course for the man in the gutter making himself, like the designer’s initials, as inconspicuous as possible.

13. According to the author, Hemingway's primary purpose in telling a story was
- (A) to construct a well-told story that the reader would thoroughly enjoy.
 - (B) to construct a story that would reflect truths that were not particular to a specific historical period.
 - (C) to begin from reality but to allow his imagination to roam from "the way it was" to "the way it might have been."
 - (D) to report faithfully reality as Hemingway had experienced it.
 - (E) to go beyond the truth, to "create" reality.
14. From the author's comments and the example of the bulls (paragraph 4), what was the most likely reason for which Hemingway took care to include details of place?
- (A) He felt that geography in some way illuminated other, more important events.
 - (B) He thought readers generally did not have enough imagination to visualize the scenes for themselves.
 - (C) He had no other recourse since he was avoiding the use of other literary sources.
 - (D) He thought that landscapes were more important than characters to convey "the way it was."
 - (E) He felt that without background information the readers would be unable to follow the story.
15. One might infer from the passage that Hemingway preferred which one of the following sources for his novels and short stories?
- (A) Stories that he had heard from friends or chance acquaintances
 - (B) Stories that he had read about in newspapers or other secondary sources
 - (C) Stories that came to him in periods of meditation or in dreams
 - (D) Stories that he had lived rather than read about
 - (E) Stories adapted from myths
16. It has been suggested that part of Hemingway's genius lies in the way in which he removes himself from his stories in order to let readers experience the stories for themselves. Which of the following elements of the passage support this suggestion?
- I. The comparison of "the designer's initials" to the man who fell and lay in the gutter (lines 61–62) during the running of the bulls
 - II. Hemingway's stated intent to project for the reader "the way it was" (line 21)
 - III. Hemingway's ability to invent fascinating tales from his own experience
- (A) I only
 - (B) II only
 - (C) I and II only
 - (D) I and III only
 - (E) I, II, and III

17. From the passage, one can assume that which of the following statements would best describe Hemingway's attitude toward knowledge?
- (A) One can learn about life only by living it fully.
 - (B) A wise person will read widely in order to learn about life.
 - (C) Knowledge is a powerful tool that should be reserved only for those who know how to use it.
 - (D) Experience is a poor teacher.
 - (E) One can never truly "know" anything.
18. The author calls "the way it was" a "characteristically simple phrase for a concept of extraordinary complexity" (lines 21–23) because
- (A) the phrase reflects Hemingway's talent for obscuring ordinary events.
 - (B) the relationship between simplicity and complexity reflected the relationship between the style and content of Hemingway's writing.
 - (C) Hemingway became increasingly confused about "the way it was" throughout the course of his career.
 - (D) Hemingway's obsession for geographic details progressively overshadowed the dramatic element of his stories.
 - (E) it typifies how Hemingway understated complex issues.