EUROPE

Explore the wonders and stories that shape Europe's *landscapes and people*

Nellie Burnham Allen

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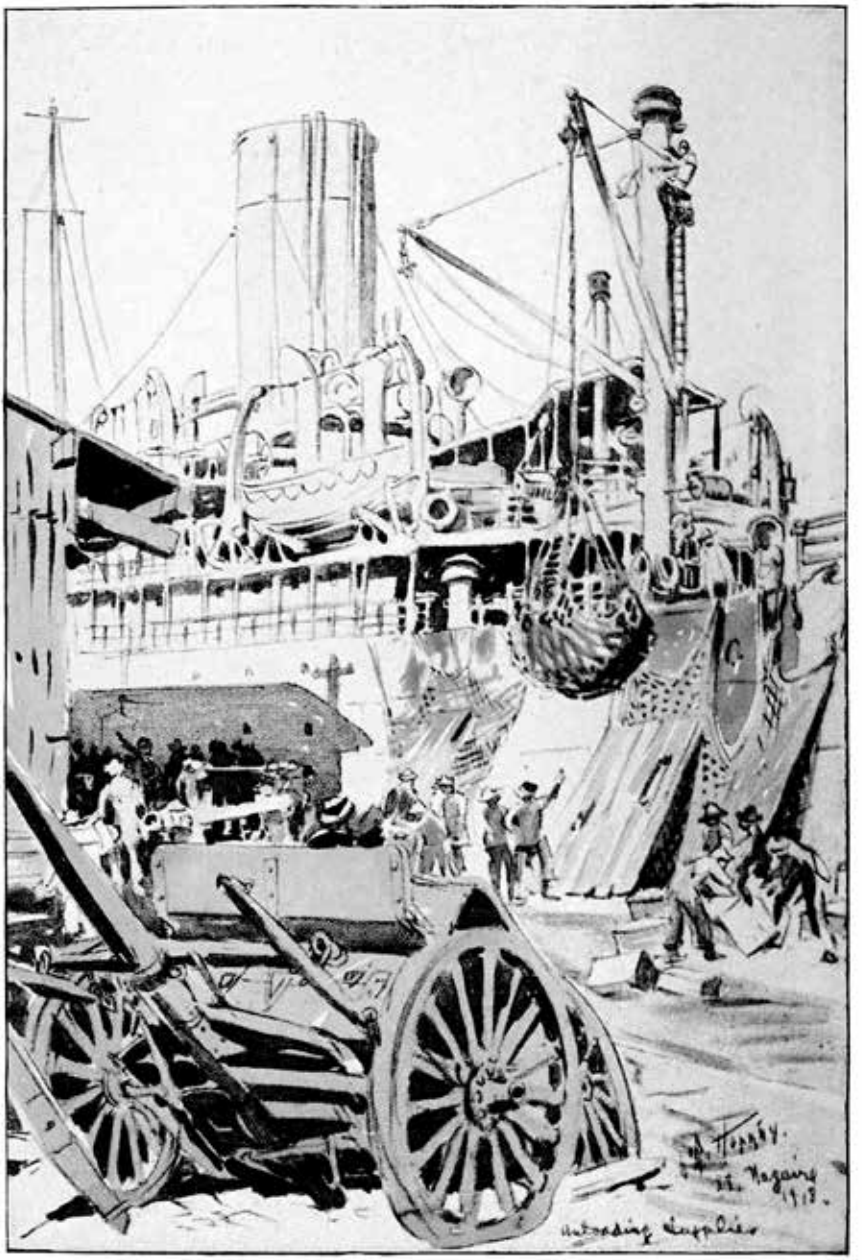
by

Nellie Burnham Allen



UNLOADING SUPPLIES DURING THE WORLD WAR FOR
OUR BOYS "OVER THERE"

Contents

PREFACE

We are told that geography is a description of the Earth as the home of man. If we accept this definition, then it is not the Earth but man in his relation to it that should be the central point of our teaching.

Children are primarily interested in life. Maps and the names of rivers, mountains, and cities convey little significance unless they represent the actual life of the places they symbolize. The teacher should aim to help pupils form clear mental pictures of the life and conditions underlying all map symbols.

The aim of this volume is to depict graphically, yet simply, the life of Europe; to help children envision the lofty mountains, fertile valleys, clustering villages, broad plains, crowded cities, busy seaports, vineyards, shipyards, olive orchards, flax fields, castles, palaces, and toiling peasants, along with the changes wrought by the World War in their lives and countries. These things define Europe as it is today. Both the text and illustrations are designed to show the people and their work, for it is through the life of the people that one learns the character of a nation. What the people of the world are doing determines what the world is today. The life of the United States depends, in great measure, on the life — and especially the industrial life — of other nations with whom, in the future, our relations will be closer than in the past. For this reason, our future voters, who are currently enrolled in our schools, should become as intimately acquainted as possible with our commercial neighbors across the water. This is the practical, twentieth-century geography.

Locational geography should not be neglected. The maps provided are intended to be used alongside the text, so that pupils may identify the location of a place while becoming familiar with its life. The lists at the end of each chapter will be found helpful for location drills and for reinforcing the most important facts. Many places from other continents beyond Europe are included in these lists, broadening pupils' knowledge to encompass the whole world.

We are indebted to the Corticelli Silk Mills, Florence, Massachusetts, for permission to use their splendid, lifelike, copyrighted photographs of silkworms. Many teachers will be glad to know that specimen cocoons and other aids for object-lesson teaching can be obtained from the Corticelli Mills at a slight expense.

NELLIE B. ALLEN

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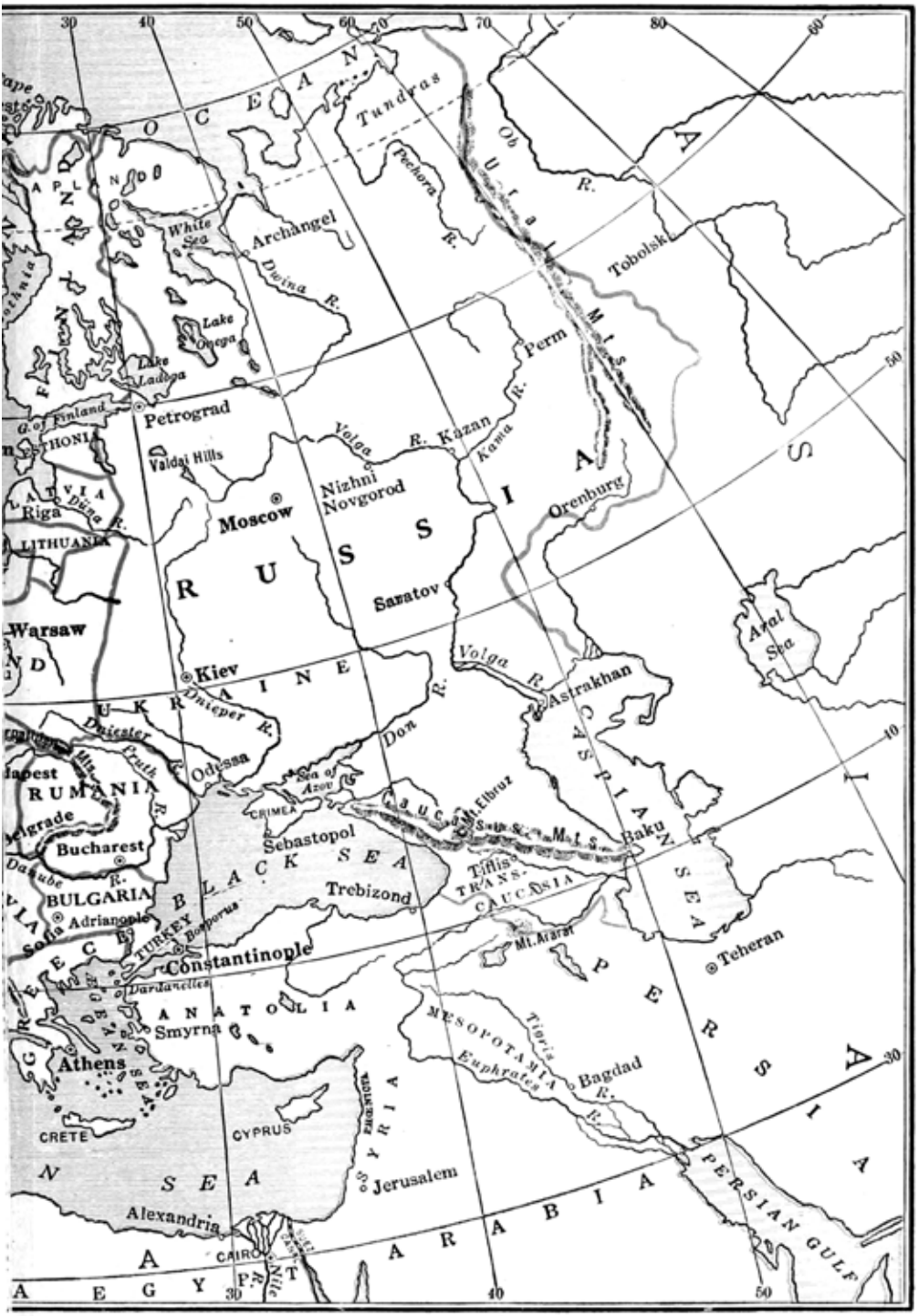
EUROPE
SCALE OF MILES
0 100 200 300 400 500
ARCTIC
ARCTIC CIRCLE
ICELAND
Reikjavik
Mt. Hecla
FARÖE IS.
SHETLAND IS.
ORKNEY IS.
HEBRIDES
Bergen
Trondhjem
Christiania
Stockholm
Gothenburg
Skagerrack
Kattegat
DENMARK
Copenhagen
SWEDEN
NORWAY
BRITISH ISLES
SCOTLAND
Glasgow
Belfast
Edinburgh
Dublin
IRELAND
IRISH FREE STATE
Manchester
Liverpool
Birmingham
ENGLAND
London
C. Clear
Land's End
NORTH SEA
The Hague
NETHERLANDS
Amsterdam
Antwerp
Hamburg
Berlin
Leipzig
Dresden
Prague
CZECHO-SLOVAKIA
English Channel
Brussels
Cologne
Frankfort
Havre
Seine R.
Paris
Loire R.
BAY OF BISCAY
Cape Finisterre
Bordeaux
FRANCE
Munich
AUSTRIA
Lyon
Rhone R.
Mt. Blanc
Geneva
Milan
Trieste
Venice
ADRIATIC SEA
Marseille
Pyrenees
Cantabrian Mts.
Oporto
Lisbon
PORTUGAL
Madrid
SPAIN
Cape St. Vincent
Tagus R.
Valencia
Barcelona
CORSICA
SARDINIA
BALEARIC IS.
Rome
Naples
Mt. Vesuvius
Guadalquivir R.
Malaga
Str. of Gibraltar
Gibraltar
MADEIRA IS.
MEDITERRANEAN
Palermo
SICILY
Str. of Messina
ALGIERS
TUNIS
MALTA (Br.)
FEZ
MOROCCO
MOROCCO
ALGERIA
TRIPOLI
ATLANTIC OCEAN
AFRICA
LIBYA
Longitude 10 West from Greenwich 0 Longitude East 10


ARCTIC OCEAN
Tundras
Pechora R.
Ob R.
Tobolsk
Perm
Archangel
White Sea
Dwina R.
Lake Onega
Lake Ladoga
Petrograd
Gulf of Finland
ESTHONIA
LATVIA
Riga
Dwina R.
LITHUANIA
Valdai Hills
Volga R.
Kazan
Kama R.
Nizhni Novgorod
Moscow
Orenburg
RUSSIA
Saratov
Warsaw
Kiev
UKRAINE
Dnieper R.
Dniester R.
Pruth R.
Volga R.
Astrakhan
Aral Sea
Don R.
Budapest
RUMANIA
Belgrade
Bucharest
Danube R.
Odessa
Sea of Azov
CRIMEA
Sebastopol
BULGARIA
Adrianople
Sofia
BLACK SEA
Trebizond
Tiflis
TRANSCAUCASIA
Baku
CASPIAN SEA
TURKEY
Bosporus
Constantinople
Dardanelles
Mt. Ararat
Teheran
PERSIA
ANATOLIA
Smyrna
Athens
GREECE
MESOPOTAMIA
Tigris
Euphrates R.
Bagdad
CRETE
CYPRUS
SYRIA
Jerusalem
Alexandria
CAIRO
Nile R.
ARABIA
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CHAPTER I

INTRODUCTION

Across the Atlantic Ocean, three thousand miles from the United States, lies the continent of Europe, which we are to study. In many respects, it is very different from North America, and one of the best ways to become better acquainted with it is to observe some of the differences and compare them with our own continent and country.

Because of the industrious nature of its people and the advantages Mother Nature has so liberally bestowed upon it, Europe holds significant importance in manufacturing and commerce. Its significance is not due to its size; in fact, Europe is the smallest continent, except for Australia. It is less than half the size of North America, with an area comparable to that of the United States and Mexico combined. Imagine these two countries divided among more than twenty nations, each differing in government, laws, language, and customs, and you will have an idea of the conditions in Europe.

The people of these various countries frequently interact with neighboring nations that speak different languages and follow different customs. Nowhere else in the world do people learn foreign languages as readily as the Europeans. It is not unusual for the educated classes to speak five or six languages, while even the working classes can often converse in one or two additional languages besides their native tongue.

The situation of Europe favors a high level of civilization. Contrast this with the position of North America. We are surrounded by vast oceans — three thousand miles from Europe on one side, nearly twice that distance from Asia on the other. The length of our continent from north to south places our

closest neighbor, South America, a significant distance from our northern ports.

In contrast, Europe is part of the world's largest landmass, where all the oldest civilizations developed. Long before America was discovered, overland journeys to China and India were already made. Only the inland Mediterranean Sea lay between southern Europe and the civilization of Egypt. At the eastern end of this sea stretched Phoenicia, the land of the earliest sailors, and just beyond was the home of the ancient Babylonians and Persians, who lived in luxury ages before anyone knew of a land beyond the western sea, or dared to venture far upon its waters. Europe was surrounded by civilization, and its small size, navigable rivers, and deeply indented coastline stimulated communication with the countries around.

Europe lies farther north than the United States, yet it seems as if Nature has made numerous efforts to moderate the long, cold winters typical of such latitudes, which pose a challenge to commerce and many types of manufactures.

Throughout the temperate zone, westerly winds prevail. If you were to keep a record of the direction of the wind every day for several years, you would find that, in summing up your results, for the greater part of the time, it blows from some quarter of the west. These westerly winds blow across the Atlantic Ocean toward Europe. The ocean has a much more even temperature than the land; it is warmer in winter and cooler in summer. People like to spend their summers near the water because it is cooler there. In the winter, the low temperatures that we hear of in the northern interior states of our country are seldom heard of in the shore states in the same latitude. The winds that blow over the Atlantic Ocean toward Europe carry this even temperature to the western shores of that continent. Thus, the winters of western Europe are much less cold than they would be if the direction of the wind were reversed, and the summers are not nearly so hot.

Doubtless, you have read of that warm ocean current, the Gulf Stream, and traced its course from the Gulf of Mexico out across the Atlantic Ocean in a northeasterly direction.

The warm air from over this current makes the westerly winds even warmer than they would otherwise be, and their effect on European countries is very marked. England, in the latitude of southern Labrador with its short summers and long, cold winters, seldom sees snow. Norway, as far north as Greenland, has no icebound ports on its western coast. As the winds blow farther and farther over the land, they lose their modifying effects, and in the eastern half of the continent, we find greater extremes of heat and cold. The Neva River and the canal that leads from Petrograd to Kronstadt are frozen for many weeks in the winter, while the port of Bergen on the west coast of Norway is never closed by ice. In Russia, in the same latitude as that of southern England, where the grass remains green through the winter, many of the French army, during their invasion of the country, perished with cold in a temperature of several degrees below zero. The summers of Russia are correspondingly hot, and the thermometer often registers more than one hundred degrees.

The ocean winds also have another beneficial effect upon Europe in the abundant rainfall they bring. The winds that blow from the Pacific Ocean upon the western coast of the United States do not affect either the temperature or the rainfall of the country far from the coast. This is because the lofty Sierra Nevada Mountains extend from north to south across their path and cause most of the moisture to fall on their western slopes. In Europe, there is no great north-south mountain system such as is found in North America. On the contrary, the principal highland extends from east to west through the central part of the continent. Thus, it presents no barrier to the moisture-laden winds, which deposit their life-giving load very liberally throughout western and central Europe and more sparingly through the portions of the continent farther east.

Though the easterly and westerly direction of the chief highland does not greatly affect the rainfall of Europe, it does have a remarkable effect in another way. The warm winds from the Mediterranean Sea cannot easily climb this barrier and spread northward but are confined to the southern portion of the continent and distribute their heat throughout those

FIG. 1. ST. BERNARD PASS

countries. Similarly, the great mountain barrier shuts out the cold arctic winds that sweep down over the northern plains. Thus, southern Europe, though much farther north than our Southern States, has a more tropical climate. Naples is in about the same latitude as Pittsburgh, Pennsylvania, but its climate is very different. In the vicinity of Naples, oranges, lemons, and olives are raised, and mulberry trees are cultivated for silkworms; none of these products can be raised successfully in Pennsylvania. Many of the houses of Naples are built with no provision for heating; the people of Pennsylvania would be very uncomfortable in winter if it were not for their stoves and furnaces.

Besides its influence on the climate, the surface of Europe affects the life of the countries in other important ways. It furnishes one of the chief reasons why the people are divided into so many different nations. The British Isles are entirely separated from the rest of the continent by water. The Spanish peninsula is nearly surrounded by arms of the ocean, its only land boundary being the lofty Pyrenees Mountains, which form a high wall between it and France. Except in the desolate, frozen north, the Scandinavian peninsula is cut off from the rest of the continent by water, while the Kiolen Mountains, the backbone of the peninsula, separate Norway from Sweden. Switzerland nestles by itself in the mountains, and Italy is separated from

FIG. 2. THE ITALIAN VILLAGE OF ISELLE AT THE END OF THE SIMPLON TUNNEL

its northern neighbors and the rest of Europe by the snowy ranges of the Alps.

To the people of olden times, the high mountains were a more impassable barrier than the water, and so, living by itself, each nation developed its own language and customs. Today, mountains are not impassable barriers to communication. Roads over them and tunnels under them bring the people on both sides into close touch with each other.

The longest tunnel in the world, the Simplon, is one of several that extend under the Alps and connect central and southern Europe. For some years, the oldest tunnel, the Mont Cenis, eight miles long, furnished a direct route for traffic between England, France, and Italy. Later, the St. Gotthard Tunnel, nine miles in length, provided an easy means of communication between Central Europe and the Mediterranean countries. The Arlberg, six and one-half miles long, came next. Now, the Simplon Tunnel, twelve miles in length, extending between the Swiss town of Brieg and the small Italian village of Iselle, furnishes a more direct route than the others. The construction of the tunnel was

a great undertaking, but it was built more rapidly and at a lower cost per mile than any then existing. One writer describes the building of "this great wormhole under the Alps" in the following words: "Two million charges of dynamite, sixteen million dollars, four thousand Italian laborers, six years of work, and a dozen or so heads of the best engineering brains in Europe."

A hundred years ago, Napoleon dragged his army on foot over the Simplon Pass, more than seven thousand feet high, by means of a road that he built with great hardship, suffering, and loss of life. Today, through this great hole in the earth, made at a cost of one and one-third million dollars per mile, we can ride in comfortable cars from one side of the Alps to the other in as many minutes as it took hours for Napoleon's soldiers.

The building of this tunnel was a grand victory of railroad engineering. The temperature at times ran up to more than one hundred thirty degrees, and the workmen had to be supplied from overhead pipes with fresh air cooled by water from the Rhone glacier. Beds of soft rock that caved in as fast as they were dug out hindered the workers, and through this formation, for nearly a year, the tunnel advanced only about six yards a month. At one place, an underground lake of boiling water

FIG. 3. TAKING CARE OF THE BABY IN YUGOSLAVIA

was accidentally tapped, and the men had to flee for their lives before a stream that rushed into the tunnel at the rate of eight thousand gallons a minute. But the work went on in spite of all these obstacles, and on February 24, 1905, the two borings from the Swiss and Italian ends exactly met more than a mile below the summit of the pass, and the gigantic task was accomplished.

The natural advantages that Europe possesses, however, far outweigh the disadvantages of mountain barriers and separated peoples, for these have been largely overcome by the ingenuity of man. The coastlines of Europe have greatly helped in the development of the continent. They are so long and so deeply indented that if you were to follow all their windings for their entire length, you would travel a distance more than twice as great as the circumference of the earth at the equator. This is more — proportionately — than is found on any other continent, and this fact has had a tremendous effect on the development of Europe. The inland seas, gulfs, and bays extend far into the interior, so that all the countries, with the exception of some parts of Russia, have easy communication with the ocean.

Perhaps none of the physical features of a continent affects the welfare of the people, their occupations, and particularly their commerce more than the rivers. Europe is as fortunate in this respect as in her other natural features, for she has many rivers, and most of them are navigable. The interior of the continent is thus opened, and communication with the coast and with other continents is made easy. Contrast this condition with that of Africa. There, all the important rivers except the Nile break through mountain ranges near the coast, and the rapids and falls thus formed have made it impossible to explore the interior by means of rivers. This one obstacle delayed the opening of the Dark Continent for many years.

Most of the European rivers are short compared to those of North America, with only one exceeding two thousand miles in length, while in our continent, more than half a dozen surpass that. In Europe, only four rivers are longer than one thousand miles, while North America has nearly three times that number.

There are many more canals in Europe than in North Amer-

FIG. 4. A SCENE IN HOLLAND

ica, and they furnish thousands of miles of additional water communication. Some countries have a complete network of canals, which bring all portions of the territory into close touch with the rivers and seaports. Holland, Belgium, France, England, and Russia are foremost among the countries having fine canal systems, while the other nations have developed theirs to a lesser extent. It is said that one can go anywhere in Holland by canal if one only takes enough time, and it is possible to go across the immense area of Russia from north to south and from east to west entirely by water.

Much of the benefit derived from the rivers of Europe is due to the surface of the continent. The eastward and westward trend

of the mountains sends many important rivers flowing down the long slopes across the great plain of Europe to northern waters, while swifter streams make their way down the short, steep southern slopes to the Mediterranean Sea. The headwaters of some of these rivers, such as the Rhine, the Rhone, and the Danube, come very near to each other. These three important streams are connected by canals, and the same is true of other northward and southward flowing rivers. Thus, communication between northern countries and seas with southern Europe and the Mediterranean is made easy.

It is in the great plain of Russia that the longest rivers are found. Some of these Russian rivers, however, are of little use because they are frozen for much of the year. Most of them rise in the Valdai Hills, the only elevation in the interior of Russia, with the other mountains being on its borders. You will become better acquainted with many of the rivers of Europe when visiting the different countries, so we will not attempt further descriptions of them here.

The people of Europe, no less than the continent itself, are in many ways different from those of North America. Although most Europeans are of the white race and are the ancestors of the people on this side of the Atlantic, among them we find great differences in conditions of life, customs, ideals, and government.

The governments of the nations of the world are divided into monarchies and republics. A monarchy is ruled by a person called a king, queen, emperor, or empress, or some other title. Such rulers usually inherit their position by right of birth, while in a republic the ruler is elected by the people. Monarchies have been of two kinds. An absolute monarchy is so called because the ruler has unlimited, or absolute, power and could do as he pleased with his subjects. If the ruler was kind and intelligent, his people might fare well; if he was cruel and tyrannical, their sufferings could be horrible. There are no absolute monarchies today in Europe or, indeed, in any other continent of the world.

In a limited monarchy, the ruler's power is so limited by a parliament or some similar body that he may have no more

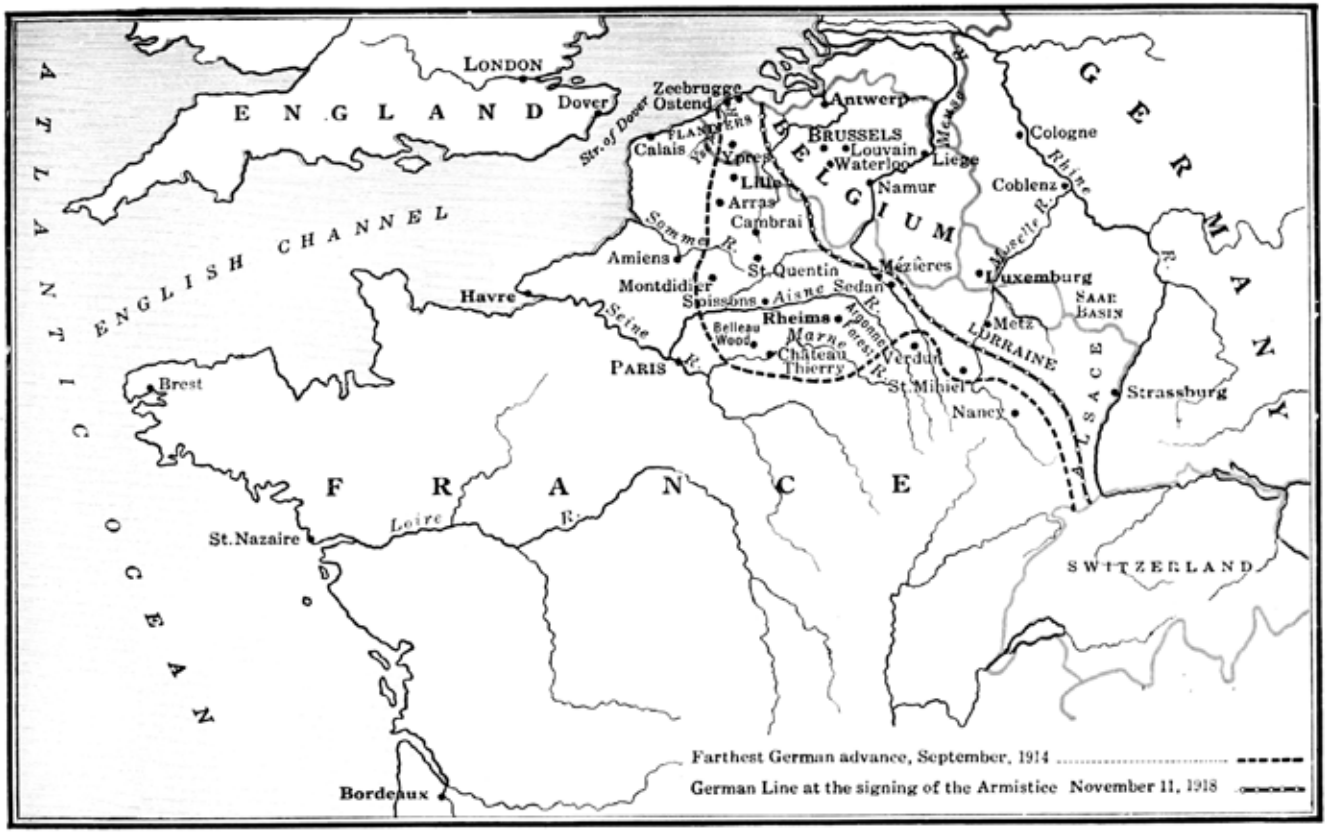
FIG. 5. A LITTLE TARTAR BOY
Courtesy of Mr. B. E. Baker, Boston

authority than the president of the United States.

Before the World War, there were only three republics in Europe — France, little Switzerland, and Portugal. All the other countries were monarchies. In most of these European monarchies, the people had less voice in the government and fewer rights and privileges than they would have in a republic. One of the great results of the war was to give more freedom to the people and to prevent their oppression by tyrannical governments. Out of the terrible sufferings caused by four years of war, several new nations have been born, of which you will read in later chapters. Can you tell whether these nations are monarchies or republics?

No other war ever changed the maps of the world as much as the great conflict of 1914–1918 did. Not only the map of Europe, but those of Asia and Africa are different from what they were before the peace treaty was signed. To find out how great these changes are, you must study both the old and new maps. Learn what countries have disappeared from the map of Europe, what ones have grown smaller, what ones have become larger, and from which ones the new nations have been made.

Peasant life in Europe is very different in many respects from that of the poorer people in our country. The peasants in many regions do not dress like the people of higher rank but have their own typical costumes. Their food, too, is quite different from that of the upper classes. They do not have cheaper foods of the same kind — cheaper cuts of meat, similar puddings and pastries — but instead eat their own simple



THE WESTERN FRONT IN THE WORLD WAR

meals of coarse, nourishing bread, soup, fish, and vegetables. Meat is seldom seen on their tables, but they make wholesome foods out of materials that many of our more wasteful housekeepers would consider of no use.

In our country, anyone, even the poorest or most ignorant, can, by hard work, education, and persistence, rise from the lowest place in a factory to that of manager or from office boy to the position of president of a great corporation. In the past, such upward mobility has been almost unknown in European countries. In most cases, a peasant has followed the same occupation that his father and grandfather before him followed and lived and dressed in the same way. Often this life was comfortable and happy; often it was not. But it was the way of his class, and he followed it without a thought of there being anything else to do. With better government, more education, and greater rights and privileges, there will be more opportunities for the common people of Europe, like boys and girls in the United States, to make what they will out of their lives and to occupy those positions for which they are willing, by hard work and right living, to fit themselves.

We have spoken of the peasants more than the higher classes because, industrially, they are more important. They form the greater part of the population in Europe and carry on most of the work. Their occupations are, for the most part, much the same as in our country. They till the soil, raise livestock, and engage in fishing, mining, and manufacturing. As in the United States, agriculture is the most important of all these pursuits and occupies the majority of people in most European countries.

You are eager to visit this land from which the settlers of our country came. So, with this introduction to the continent across the water, we will board our steamer, which waits beside the pier in New York harbor.

TOPICS FOR STUDY

I

1. Importance of Europe.
2. Size.
3. Situation of Europe.
4. Climate and rainfall.
5. Surface.
6. Tunnels.
7. Drainage and canals.
8. Governments.
9. Map changes.
10. Peasant customs.

II

1. Name the continents in order of size.
2. What countries fought in the World War on the side of the Allies and the Central Powers?
3. Find the area and population of Belgium, Russia, England, Germany, and the United States. Find the average number of people per square mile in each country. How does the United States compare in population density with European countries? How does population density affect the industries of a country?
4. List the advantages and disadvantages of the position of the United States and Europe.
5. Research some interesting facts about Phoenicia, Babylon, and ancient Persia in an encyclopedia or history book.
6. Sketch a map showing the eastern coast of North America and the western coast of Europe. Trace the course of the Gulf Stream.
7. List the states crossed by the Sierra Nevada Mountains. What surface division of the United States lies east of these mountains? Describe its climate and the reason for the lack of rainfall.
8. Name the countries in Europe through which the chief highland passes. Identify the countries north and south of it. List the ranges of this highland and other European ranges.
9. Name the states in the U.S. that are in the same latitude as Greece and Italy.
10. Identify the waters that cut off the British Isles from the continent and the waters surrounding the Spanish and Scandinavian peninsulas. Name the mountains that form the backbone of the Scandinavian Peninsula.