





# THE GEOGRAPHY OF GLOBAL WARFARE

THE first Esso War Map, published in 1942 and still available on request, featured transportation routes by sea, air, and land throughout the world. At that time logistics—the transportation and supply of men and war materials—was the United Nations' most pressing problem.

Now that Americans are in the thick of the

fighting everywhere, an entirely different type of map is needed in order to follow the strategy of the Allies as it develops from day to day throughout the world. Esso Marketers have therefore prepared two special war maps designed to fit the map needs of the moment. These are printed here back to back.

## THE WORLD ISLAND

THE territory covered by the larger of these two maps, on the other side, may seem unusual to American eyes. It was selected because of the totally different viewpoint called for by the new global warfare.

Some twenty-five years ago a prominent English geographer, Sir Halford J. Mackinder, published certain novel theories as to the influence of geography on history and more particularly on military history. Instead of considering the world in the conventional manner as divided into continents, he looked at it realistically as consisting of one principal land mass surrounded by water and scattered islands. This main body includes what we are accustomed to call Europe, Asia and Africa, and to it he gave the name World Island. (See "Democratic Ideals and Reality" by Sir Halford J. Mackinder, republished, 1942, by Henry Holt and Company, New York, \$2.50.)

He asserted that any country which became master of Eastern Europe could control this World Island and eventually the entire world.

German political geographers of the 1920's seized on Mackinder's ideas and twisted them to suit their purpose. They established an Institute of Geopolitics and spent huge sums of money gathering data all over the world to implement these theories. Hitler's plan of world conquest is believed to have been very strongly influenced

by the German version of Mackinder's ideas. Hitler's efforts to gain control of Russia, first by commercial alliance and then by the sword, follow the design for world conquest outlined by this English geographer.

Whether we agree with Mackinder or not, his concept of the World Island suggests exactly the map that is required for the best general picture of World War II. With air power taking the lead in warfare, continents today mean nothing. The protective isolation of the oceans has vanished, if indeed it ever existed. Europe is only a few minutes' flight from Africa. Australia is only a few hours by bomber from Asia.

On the other hand, high-speed transportation by air, rail, and road have placed a new value on control of vast areas of land. The fastnesses of the Urals, inaccessible until recently, have become a safe arsenal for the Russian front. Manchuria becomes the manufacturing center for Japan. Even Germany came to depend more and more for supplies on Austria, Czechoslovakia, and Hungary because they were temporarily safe from bombs.

This latest Esso map has taken these features into consideration. And it presents on one sheet of paper and on the best possible scale all the fighting fronts past, present, and future from Norway to New Guinea and from North Africa to the Aleutians.

## FORTRESS EUROPE

HITLER'S attempt to turn Europe into a self-supporting fortress calls for a much more detailed map of that area. We have, therefore, prepared another map of Europe and North Africa on which are shown as many as possible of the strategic places and features which have been or will be subject to attack. These include ports of embarkation and debarkation, industrial and administrative centers, railroads and railroad junctions, overland routes where railroads do not exist, canals, and oil pipe lines, of which Europe has very few.

Many of the places named on this detailed map may seem unfamiliar and unimportant, but sooner or later they are likely to flash into the headlines because they are the seats of airplane or tank factories, munition plants, chemical works, oil refineries or power plants, or because they may offer a foothold for invasion.

Airline distances between important strategic and industrial centers and along potential invasion routes have been computed, and sailing distances are shown on the principal supply routes.

Even on a map of Europe on this scale (150 miles = one inch) it is impossible to show all the places that are likely to appear in the news.

## THOSE FOREIGN NAMES

THE spelling of names on maps of foreign countries is always a difficult problem for a mapmaker, particularly where the native names are written locally in characters different from ours. On these Esso Maps the policy is to use the Anglicized form of the name wherever one exists. Thus Leghorn is given instead of the Italian name Livorno, Munich instead of the German München, Dublin instead of Baile Átha Cliath. In other words, we follow customary American newspaper practice with these names.

The vast majority of names, however, have never been Anglicized. Where the characters are the same as ours, we follow the accepted local spelling. Where the characters differ, we transliterate phonetically according to the rules

As explained in the first Esso War Map, a projection is an orderly method of depicting the surface of a sphere, the earth, on a flat surface such as this sheet of paper. Numerous projections are available, each having certain advantages, depending on the area of the earth to be shown, the purpose for which the map is to be used, and the amount and kind of distortion permissible, for you must remember that a sphere cannot be developed into a flat surface without distortion of some sort.

For the World Island map, since it encompasses two thirds of the earth's circumference, we have adopted the same Miller projection used for the previous Esso War Map, on which its advantages are set forth. On the other hand, the map of Europe presents a different problem, since it includes only a small part of the earth's surface. Here it is possible to use a conventional projection that involves only slight distortion of shape and distance. However, if this same projection, so excellent in its places, were used for the World Island, the distortions would become very great—and annoying to the user. For example, at the edges of the map countries would be upside down or nearly so.

Anglicized versions are in common use we show both as in Smyrna (İzmir); Iran (Persia).

Many languages, although they use the same Roman letters as the English alphabet, have additional letters to represent certain sounds. Thus, Niš in Yugoslavia is pronounced Nish. The Polish letter "P", not to be confused with "I", is pronounced most nearly like the English "w", for example Białystok, pronounced Byah-wis-tohk. In order to avoid the clumsy makeshift of turning these additional letters into English letters having the same sound, we have used the spellings that appear on native maps of these countries, including accents and diacritical marks. Thus Constanța, Rumania, might be spelled phonetically in English as Constanta, but that's not the

**Esso**

**War Map**

**EUROPE and NORTH AFRICA**

Railroads (broken line indicates construction)  
 Roads ——— Pipe Lines ——— Canals  
 Air Line Distances ——— Steamship Distances  
 Prominent Peaks (Elevation in feet)  
 Capitals or Administrative Centers  
 Capitals, Autonomous Soviet Republics  
 Largest Cities — Important Towns  
 Other Communities — Arctic Stations  
 International Boundaries (as of March 11, 1938)  
 Boundaries of Soviet Republics

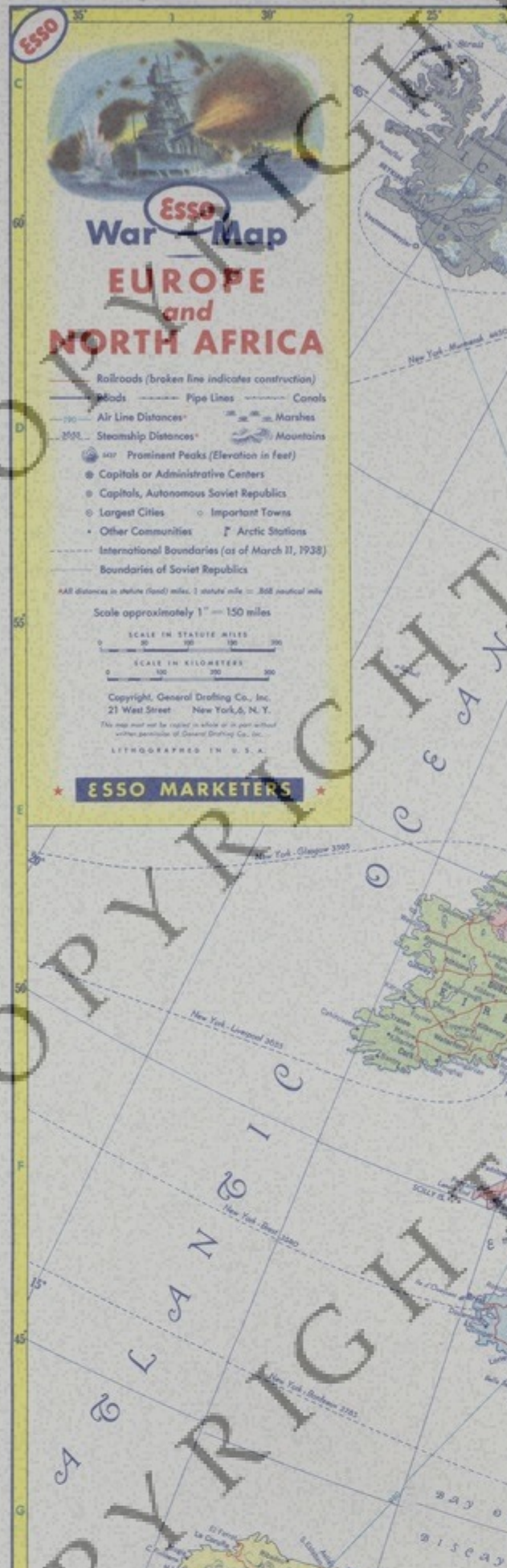
All distances in statute (land) miles. 1 statute mile = .868 nautical mile  
 Scale approximately 1" = 150 miles

SCALE IN STATUTE MILES  
 0 50 100 150 200

SCALE IN KILOMETERS  
 0 100 200 300

Copyright, General Drafting Co., Inc.  
 21 West Street New York, N. Y.  
 This map may not be copied in whole or in part without  
 written permission of General Drafting Co., Inc.  
 LITHOGRAPHED IN U. S. A.

**\* ESSO MARKETERS \***



Accession Number

M868

**Description**

An American map titled "Esso War Map II featuring the World Island, Fortress Europe." The map of Europe and North Africa shows transportation routes, pipe lines, air line distances, steamship distances, arctic stations, Soviet boundaries, international boundaries as of March 11, 1938, and other details of strategic importance. The inset shows boundary changes in Central Europe since 1938.

**Date(s)**

ca.

August, 1943

Cartographer

Copyright, General Drafting Company, Inc., New York, New York. Esso Marketers.

Keywords

[World War, 1939-1945](#)

Photo Color

Color

Physical Size

23 X 33 inches

Related Collection (Plain)

Thirty-Fifth Division Association Records

Restrictions

Restricted

Scale

1 inch = 150 miles. Inset: 1 inch = 200 miles

TIF Identifier

M868.tif

Rights

This item is copyrighted and cannot be published, reproduced, or otherwise used without the explicit permission of the copyright holder.

**Note: If you use this image, rights assessment and attribution are your responsibility.**

Credit: Copyright, General Drafting Company, Inc., New York, New York. Esso Marketers.

Courtesy Harry S. Truman Library & Museum, Independence, Missouri.

Attention media: Please make note of this item's map number. Print out this page and retain it for your permissions records before downloading this image file for possible publication. Library staff cannot sign permissions forms or provide additional paperwork. The Library charges no usage fees for downloaded images. Fees are charged for higher resolution scans.