



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 a 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

FOR the invasion and occupation of Hitler's so-called fortress we have revised this feature of Esso War Map II. Since North Africa, Southern Italy, and Russia are no longer the scene of hostilities, the extent of the map has been cut down, enabling us to enlarge the scale almost 50 per cent and to add many hundreds of place names.

This more detailed map now covers better than ever 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.

Even on a map of Europe on this scale (103 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 place, 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 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 "ń" is an entirely distinct letter from "n" in our language and is most nearly approximated by the English sound of "q" in the word "old". 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 Constanta, Rumania, might be spelled phonetically in English as Constanta, but that's not the



Esso
War Map
FORTRESS EUROPE

- Railroads (broken line indicates construction)
- Roads
- Oil Pipe Lines
- Steamship Distances
- Prominent Peaks (Elevation in Feet)
- Capitals or Administrative Centers
- Capitals, Autonomous Regions
- Largest Cities
- Other Communities
- International Boundaries (as of March 11, 1942)

All distances in statute (land) miles. 1 statute mile = .868 nautical miles.
SCALE IN STATUTE MILES. One inch = 103 miles.

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Description

An American map titled "Esso War Map II featuring Fortress Europe, The World Island: Invasion Edition." The map of Europe shows transportation routes, oil pipe lines, steamship distances, marshes, 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, 1944

Cartographer

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Color

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Restrictions

Restricted

Scale

1 inch = 103 miles. Inset: 1 inch = 200 miles

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