

UNIVERSAL EDUCATION AND VISUAL ARTS

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Filmstrips

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Teacher's Manual

GERMANY-THE RUHR

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AND VISUAL ARTS FILMSTRIPS
GERMANY THE RUHR**

3. THIS IS A MAP OF THE RUHR SECTOR OF GERMANY

The Ruhr is a small region which lies astride the Rhine River. It is bounded on the south by the Ruhr River and by the Lippe River on the north.

While it is of neither geographical nor historical importance, this part of Germany does not have an individuality all its own that distinguishes it from the other surrounding regions, but economically it is one of the most outstandingly characteristic parts of Europe, for it is, in fact, truly a crucible of heavy industry.

4. THIS IS AN INDUSTRIAL OVER-VIEW OF DUISBURG

The sub-soil of the Ruhr is an immense coal deposit which had hardly been scratched until the 19th Century with the coming of the machine age which made exacting demands for combustibles. Hundreds of mines were opened, factories and offices, streams of immigrants rushed in from all over Europe, seeking employment, and in less than a score of years, the region took on a completely different appearance.

Sleepy little villages were transformed into bustling cities overnight, new centers arose, and agriculture gradually retired and made way for rapidly mushrooming industry: and that is how the Ruhr was born, a grey region, dotted with countless smoking chimneys, where even the plants are covered with soot.

5. HERE IS THE RUHR RIVER

The Ruhr acquired its name from the river on whose banks it is geographically located, a short river that empties into the Rhine. The first coal mines were opened on its banks; giving impetus to the industrial development of the entire region. When these first coal deposits were exhausted, new coal-digging operations were begun in the north, but the Ruhr River, as though unimpressed

by all the excitement, continued to flow downstream in its own lazy way in view of the gentle hills and rich forestry that caressed it on both banks.

6. AND THIS IS THE LITTLE CITY OF KETTWIG, ON THE RHINE

At the beginning of the 19th Century there was nothing to distinguish the Ruhr from other regions in its area: to be sure, it was a prosperous little farming countryside like others near it, such as Kettwig which we see here, but they had never achieved any importance of such degree as to play a determining role in German history.

7. HERE IS "THE DEATH OF MARY" — A MEDIEVAL PAINTING — AT DORTMUND

In ancient times the region had been inhabited by indigenous tribes on the frontiers of the Roman Empire. After Central Europe was converted to Christianity, monasteries sprang up and became centers of art and culture, while at the same time that they became prime movers of the country's economy. The history of the monasteries is heavily documented by the existing evidences of the works of art that we can see even today, such as the magnificent altar of Mary whose painting we see here, depicting the death of the Madonna in Her Church at Dortmund.

8. AND NOW WE SEE SOME ANCIENT DWELLINGS AT KETTWIG

At Duisburg, where the Ruhr empties into the Rhine, the river is shallow enough to wade from bank to bank, so that from the earliest times it became an important trading center. The "Hellweg", the famous road that joined the Rhine to the Weser River, touching Essen and Dortmund and a major medieval commercial route, began there. Quite a few important trading centers sprang up along this highway, some of whose ancient homes built with their typical heavy cross-beams, still stand.

9. WITTRINGEN CASTLE AT GLADBECK

As the centuries went by the regional prospered agriculturally as well as commercially and many well-to-do people built elaborate homes there. During the Reformation, there was continual political unrest and insecurity, and whoever chanced to acquire power, took protective measure against any possible aggression by enemies; water-holes that could be crossed only by a draw-bridge became a familiar sight.

10. AND HERE WE HAVE BENROTH CASTLE, NEAR DUSSELDORF

But soon the stormy political situation abated and life began to reassume its normal course; Germany was cut up into hundreds of tiny principalities whose heads often inter-married with the members of another person of equal social status; or else they came to agreeable terms to join forces in order to continue to enjoy their "status quo". As a result, they ruled their people paternalistically, as though they were the parents and the inhabitants, their children. To be sure, social reforms were few and far between, but they built magnificent palaces and castles surrounded by parks which they made more attractive with statues and fountains. True to form, these lords-of-the-manor lavished untold wealth upon their dwellings.

11. THIS IS THE COAL-MINE AT WALSUM

Geologically, the Ruhr is formed of numerous layers which are inclined, one above the other. Some of the layers are pure virgin coal, while some are mixed with veins of other rock formations which often pop through the earth's surface near the Ruhr River, but gradually disappear again in the sub-surface as we gradually travel northward.

From earliest times the coal had been dug up by simply shoveling out a hole in the ground near the Ruhr, but soon after the steam-engine was invented, large holes had to be dug to a depth of hundreds of yards in order to obtain an adequate supply.

12. AND HERE IS ANOTHER COAL-MINE AT ESSEN

During the 19th Century, the demand for coal to keep the steam-engines working, rose sharply. In addition, it also began to be used for conversion into electric-power, which was easier to carry than coal. But it became absolutely necessary to the iron and steel industry.

13. HERE WE HAVE A GIANT CRANE OPERATING IN A DUISBURG STEEL-MILL

Necessary to modern living, iron and steel are produced by burning coal mixed with other rock-hard ferrous minerals which in the trade is called "slag". Iron and coal mines are seldom found in the same area, but, fortunately this ferrous mineral rock serves a dual purpose because it can be transported along with the coal to fulfill its destiny in the production of iron.

14. AND HERE WE SEE THE PROCESS OF "IRON-PUDDLING" IN A HIGH-TEMPERATURE FURNACE AT DUISBURG

The high-temperature furnace is built like a cone into which the coal and iron ore are fed, in a steady stream. The fire burns constantly and is never allowed to be extinguished. As the slag and iron ore are dumped into it, hot air in great volumes is forcibly blown into the mixture, producing cast iron and "pigs", as iron bars are called, while both are yet in a liquid state, leaving the furnace at different levels. As it is needed, this iron is again melted and receives various treatments according to the specifications submitted by the steel-buyer.

15. THIS IS THE HUGEL VILLA, THE RESIDENCE OF THE FAMOUS STEEL FAMILY, THE KRUPPS

Thanks to the exploitation of the coal and iron mines of the Ruhr, the region has become one of the most important industrial zones in the world. It produces almost all the coal and iron requirements of Germany, as a result of which it has become the chief center of the ferrous-smelting and steel-producing areas, not to mention that it is the very heart of heavy industry, metallurgy in all its branches, and mechanical and chemical engineering. Since coal is absolutely necessary and so closely bound up with steel-production, a number of families, foremost among them, the Krupps, owners of mines and steel-mills, have acquired an enviable position of pre-eminence in the local economy, while amassing immense wealth.

16. AND THESE ARE GRIND-STONES

Side by side with the coal and iron industry, the manufacture of steel products has also taken shape and developed in the Ruhr Valley. The most highly-prized knives and blades in the world are produced by highly-skilled artisans and Solingen . . . hundreds of these artisans operate small installations and employ very few workers, selling directly to clients on every continent over the world, and only on special order. While the grind-stones were formerly motivated by the running water of small flowing streams, they are now motor-driven, but all in all the grinding is done in the same old way.

And when the stones are worn smooth, they are abandoned along the streets, a very quaint custom, indeed . . .

17. A CANAL-LOCK IN THE RUHR APPEARS HERE

In order to exploit the mining of coal in the Ruhr basin, it became necessary to build a complicated and very vast network of canals which would not only speed and facilitate the transportation of the coal and iron ores to the mills, but also at the lowest possible cost.

Many of these typical water-craft daily ply the canals whose locks permit the vessels to negotiate all the different water levels that are peculiar to the region.

18. AND HERE WE SEE A FAMILY OF RIVER-BOAT PEOPLE

The Rhennish boat-people lead a very peculiar life, living aboard with their entire families. While the husband is at the helm, the wife goes about the housekeeping chores; the children are born on the vessel and the water is their only playground, and when they come of age, they go to school for nine months, but when vacation time comes around, they promptly return on deck again.

19. THIS IS THE DUISBURG PORT ON THE RHINE

The port of Duisburg, situated at the confluence of the Rhine and Ruhr Rivers is Europe's largest and busiest inland port; it has about 38 miles of shore-line, 400 linear miles of railways and accommodate 800 sailings a day.

It receives ferrous ores from the Lorraine, the Saar Valley, and Silesia, over navigable canals that thread through half of Europe and all along the Rhine River after having exchanged cargoes at Rotterdam, of mineral ores that have arrived from such faraway points as Sweden and Brazil.

20. THE HANSAPLATZ AT DORTMUND

Because of its very heavy concentration of industry which produced fighting materials during the war, the Ruhr valley was repeatedly bombed, mostly by American and British aircraft and was almost completely destroyed: the factories were rendered useless and the cities razed to the ground in a shambles of rubble. But the limitless wealth of its naturel resources and the untiring labors of its inhabitants have faced up to the great tragedy, and in less than twenty years, the whole region has seen its rebirth to a more flourishing and prosperous degree than ever witnessed before.

21. AND THIS IS THE PRESENT-DAY DUSSELDORF

The larger cities of today in the Ruhr Valley are completely rebuilt anew: Dortmund, Essen, and Dusseldorf have become very

modern centers of life and activity and are truly unrecognizable to anyone who had seen them before the war. Dusseldorf is the governmental administration seat and is the capital of the federal state of which the Ruhr is but a part. The city is located slightly to the south of the mining region and owes its economical life to the coal and steel industries.

22. THIS IS THE GRUGA EXPOSITION HALL AT ESSEN

In their unbridled surge into reconstruction, the cities in the Ruhr have adopted the rules of *avant-garde* modern architecture, erecting steel-and-glass skyscrapers, as well as public buildings of futuristic and unconventional design, such as this one, suitable for conventions, at Essen.

23. HERE WE SEE ST. PAUL'S CHURCH AT VELBERT

Even religious architecture has experienced a frenzied evolution, adopting forms and concepts that are completely untraditional. The steeple, the bell-tower, even the main body of the church, itself, and especially the interior, have been designed in a manner that is entirely different from those that had come down to us from the past.

24. THIS IS A WINDOW IN ST. NICHOLA'S CHURCH IN DORTMUND

Another feature of the modern churches are the enormous stained glass windows that often take the place of an entire wall: They are frequently executed with abstract paintings in bright and lively colors.

The baptistries are another peculiar feature, built chapel away from the body of the church. This modern decor in the German churches are in keeping with the modern way of everyday living.

25. THIS IS THE "AUTOBAHN" THAT CUTS THROUGH DUISBURG

Along with the urban renewal and growth of the cities, many of the Ruhr communities have spread out so vastly that it is sometimes difficult to know where the boundaries of one city end and the next one begins: the entire region has taken on the appearance of an immense framework, a steady row of factories, low cost housing developments, worker's dwellings, and trading centers. "Autobahns" have been built in order to ease traffic congestion that flows through urban areas.

26. HERE WE SEE THE FINISHING TOUCHES ON A NEW AUTO-HIGHWAY

A new auto-highway was recently opened to traffic that reaches into the entire Duisburg port. Traffic congestion is one of the Ruhr's most pressing problems, since the region is criss-crossed by a most intricate network of streets, canals, and railways that are never free from heavy human and commercial traffic.

27. AND THIS IS A VIEW OF BLANKENSTEIN

Despite the fact that the Ruhr is one of the most thickly populated industrial areas in the world, there is also the contrast of quiet and silent little corners there. As soon as the factory and mining area abruptly ends, we come to the country and the tiny farm hamlets, where the people seem to enjoy this escape-hatch from the industrial rat-race and just want to forget that it even exists.

28. THIS SCENE SHOWS A SHORT NARROW STREET IN AN OLD CITY

The region began its industrial development along the banks of the Ruhr River, as has been already mentioned, but it spread necessarily northward where the mineral deposits were richer, although deeper digging had to be done to reach the minerals; the small cities along the Ruhr, abandoned by industry, are now ghost-towns and their streets, their ancient structures still standing to bear witness to a bustling past, are as silent and quiet as museum galleries after closing-time with the coming of nightfall.

29. AND HERE WE SEE A SMALL GENERAL STORE AT DUISBURG

Contrasts in the daily life of the Ruhr are many and visible to the visitor: despite the district's highly industrialized development, the people have remained anchored to the ancient traditions and customs of the far-from-dimmed past. Small general stores of this type are constantly crowded to overflowing with local customers, although there are also an appreciable number of very modern department stores.

30. HERE WE SEE A CARPENTER'S APPRENTICE WEARING HIS TRADITIONAL ATTIRE

Another example of contrast between the modern and the traditional are the trade apprentices who adhere to the medieval custom of walking from city to city, working and learning from

each master in order to improve the skills of their trade. They wear the traditional red-striped black costume with pegged trousers, and they may be seen trudging along the auto free-ways, carrying a little bundle with only one change of clothing and the tools of their trade.

31. AND THIS IS A POPULAR FAIR

While the Ruhr gives the impression that it is an immense metropolis, it has preserved and hung onto its small-town tastes and habits. Fairs come to town quite frequently with their Luna Park rides and other amusement attractions, and with the ever-present hot-dog stands where small sausages, either boiled or grilled are sold and which the Germans eat in prodigious quantities on any occasion.

32. THESE GERMANS ARE VERY FOND OF ANIMALS

After endless hours of back-breaking digging in the mines deep down in the black bowels of the sub-surface where the coal-beds are, and with their lungs choked with coal-dust, no wonder that so many of them have perished painfully from silicosis, the miners disease which is usually followed by tuberculosis-the workers of the Ruhr love to breathe deeply of the fresh air of the countryside, the plants in their tiny gardens at home, the flowers and animals, always animals.

These simple folk are truly passionately fond of their pets. There isn't a miner's home without its canaries or parakeets, a dog or a cat, guinea pigs, or rabbits.

33. AND LET US NOT FAIL TO MENTION THE HOMING PIGEONS

Among all this domesticated pet livestock, the homing pigeon occupies the top position of prominence and popularity, and are most deeply loved by the people. Therefore, the miners breed them in large numbers and give them the most tender care. There are hundreds of associations that operate competitive racing for gambling money, if you please: the participating pigeons in the race are taken by truck at an appreciable distance from home-base, where they are simultaneously set free in flight; the winner is the bird who hits home first.

34. HERE IS A VIEW OF THE RUHR RIVER IN THE VICINITY OF ESSEN

The inhabitants of the Ruhr region as are all other people in Central Europe are almost constantly exposed to dirty weather. Hence, they naturally become sun-worshippers and on any fine day, they drop everything and rush to the country, abandoning the city like a ghost-town.

The Ruhr, once the heart of the industrial zone, has now become a sports and recreational center. Many cafes and worldly retreats have sprung up along its banks.

35. AND, FINALLY, WE SEE HERE THE WESTPHALIA PARK IN DORTMUND

In an obvious effort to compensate for the lack of natural colors, since the skies are almost constantly grey and the terrain shrouded with a blackish coat of fine dust, the inhabitants of the area are particularly fond of flowers which they cultivate with loving care in every available patch of earth. The parks and public botanical gardens where the most beautiful rows of plants and flowers are tended with the greatest care, are admired and respected - - yes, *respected* - by the public. No empty beer cans, pop-bottles, or carelessly discarded scraps of picnic lunch-paper strewn about. No need of government-encouraged beautification programs or subsidies are necessary here. What was it that Thomas Jefferson once said?: "They are best governed who are least governed." ...

36. THE END.