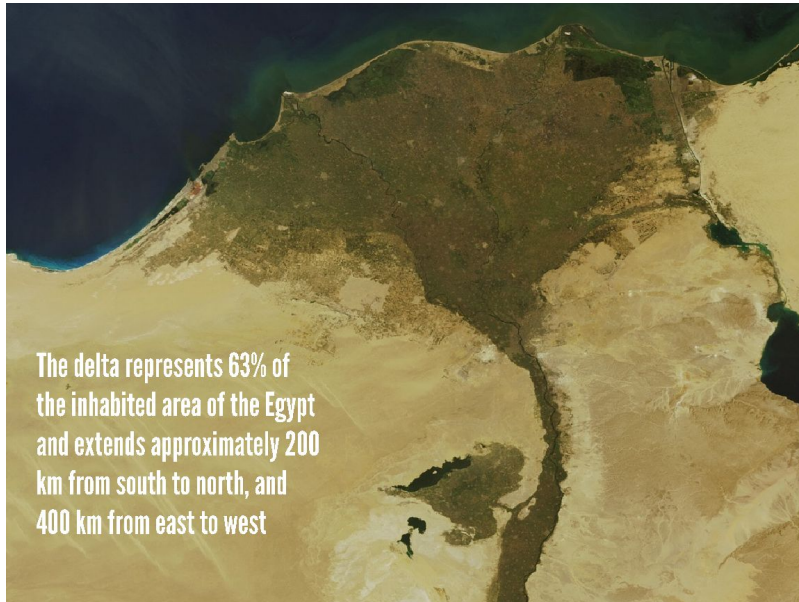


DBQ Packet First Six Weeks

Document 1: The following are satellite images



file:///Users/ddpool/Documents/ANP363-Egypt-Geography1.pdf



file:///Users/ddpool/Documents/ANP363-Egypt-Geography1.pdf

Questions for Document 1

1. What is the first image showing?
2. What is the second image showing?
3. What about this part of the world makes the Nile River so important?
4. Why is the Nile River often called the "life-blood" of Egypt?

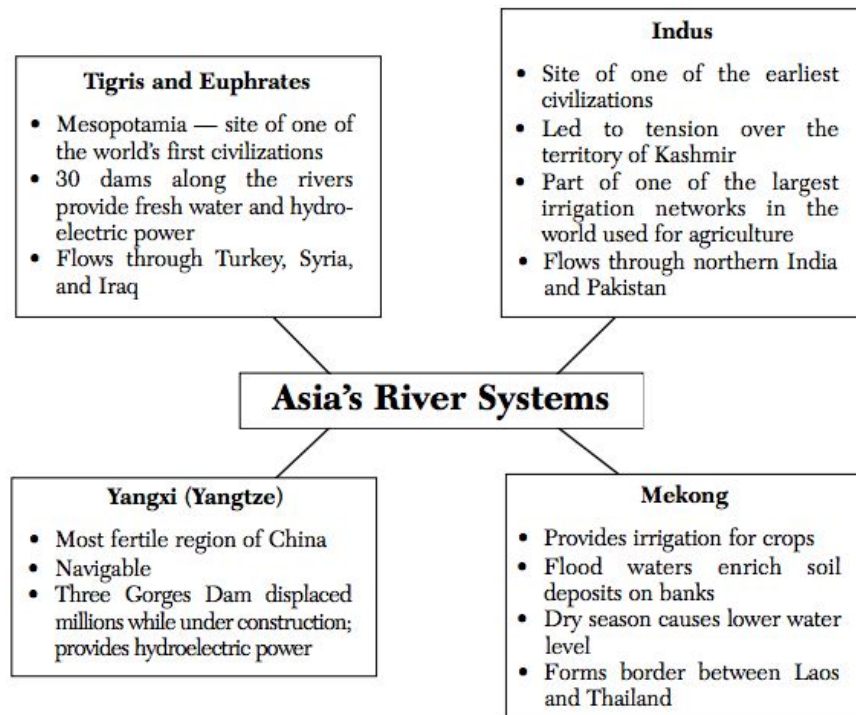
Document 2

Hymn to the Nile ca. 2100 B.C.
Adoration to the Nile!
Hail to thee, O Nile!
Who manifesteth thyself over this land
And comest to give life to Egypt!
Mysterious is thy issuing forth from the darkness,
On this day whereon it is celebrated!
Watering the orchards created by Ra
To cause all the cattle to live,
Thou givest the earth to drink, inexhaustible one!
Path that descendest from the sky,
Loving the bread of Seb and the first-fruits of Nepera,
Thou causest the workshops of Ptah to prosper!
Lord of the fish, during the inundation,
No bird alights on the crops.
Thou createst the corn [grain], thou bringest forth the barley,
Assuring perpetuity to the temples.
If thou ceasest thy toil and thy work,
Then all that exists is in anguish.
If the gods suffer in heaven
Then the faces of men waste away. . . .

Questions for Document 2

1. What is a Hymn?
2. What are the first two lines of the hymn honoring or celebrating?
3. What are at least two things that depend on the Nile according to this poem?
4. How does this hymn show the importance of the Nile to Ancient Egypt?

Document 3



Document 3 Questions

1. Many of the ancient civilizations of Asia were located near what?
2. Why were these rivers so important for the humans that lived near them?

Document 4

. . . Most dramatically, hydropolitics, or the interplay of water resource issues and politics, has raised tensions between countries that share drainage basins. For example, Sudan's plans to expand its irrigation networks along the upper Nile and Ethiopia's Blue Nile Dam project are both causes of concern in Egypt. To the north, Turkey's growing development of the upper Tigris and Euphrates rivers (the Southeast Anatolian Project) has raised issues with Iraq and Syria, who argue that capturing "their" water might be considered a provocative [challenging] political act. Hydropolitics has also played into negotiations between Israel, the Palestinians, and other neighboring states, particularly in the valuable Jordan River drainage, which runs through the center of the area's most hotly disputed lands. Israelis fear Palestinian and Syrian pollution; nearby Jordanians argue for more water from Syria; and all regional residents must deal with the uncomfortable reality that, regardless of their political differences, they must drink from the same limited supplies of freshwater. . . .

Source: Les Rowntree et al., *Diversity Amid Globalization*, Prentice Hall, 2003 (adapted)

Questions for Document 4

1. How are politics and geography connected?
2. How might limited freshwater be a geopolitical problem in the future?

Document 5

Trade Routes

The Panama Canal, with its unique location at the narrowest point between the Atlantic and Pacific oceans, has had a far-reaching effect on world economic and commercial developments throughout most of this [20th] century. By providing a short, relatively inexpensive passageway between these two great bodies of water, the Canal has influenced world trade patterns, spurred growth in developed countries, and has been a primary impetus [force] for economic expansion in many remote areas of the world. For example, a vessel laden with coal sailing from the east coast of the United States to Japan via the Panama Canal saves about 4,800 kilometers (3,000 miles) versus the shortest alternative all-water route, and for a vessel laden with bananas sailing from Ecuador to Europe the distance saved is about 8,000 kilometers (5,000 miles).

By far, most of the traffic through the Canal moves between the east coast of the United States and the Far East, while movements between Europe and the west coast of the United States and Canada comprise the second major trade route at the waterway. Other regions and countries, however, such as the neighboring countries of Central and South America, are proportionately more dependent on this vital artery to promote their economic development and expand trade. . . .

Source: *Maritime Industry*, Panama Canal Authority

Questions for Document 5

1. What is a canal?
2. Why was the Panama Canal created?
3. The Panama Canal is man-made. What are some other examples of humans altering their environment?

Document 6

. . . The Aral Sea, covering an area the size of Lithuania, started receding in the 1960s after Soviet state planners diverted its water sources, the Amu Dar'ya and the Syr Dar'ya rivers, to irrigate cotton and other crops.

From 1960 to 1990, the area of irrigated land in Central Asia increased from 3.5 million hectares to 7.5 million. Cotton production soared, making the region the world's fourth largest producer. But by the 1980s the annual flow of fresh water into the Aral was barely one-tenth of the 1950 supply. The salinity [salt] level increased, destroying the sea's flora and fauna. The fishing industry suffered; all but two of the 30 species once found in the sea died out.

With no other means of water supply, the sea started to recede, eventually losing half of its former area and a third of its volume. In 1989, it divided into a smaller northern sea and a larger southern one. The two main fishing ports, Moynaq in Uzbekistan and Aralsk in Kazakhstan were left high and dry, and fishing communities found themselves 100 kilometres or more away from the shore. . . .

Source: Lloyd-Roberts and Anbarasan, "The Aral Sea: Back From The Brink?," *UNESCO Courier*

Questions for Document 6

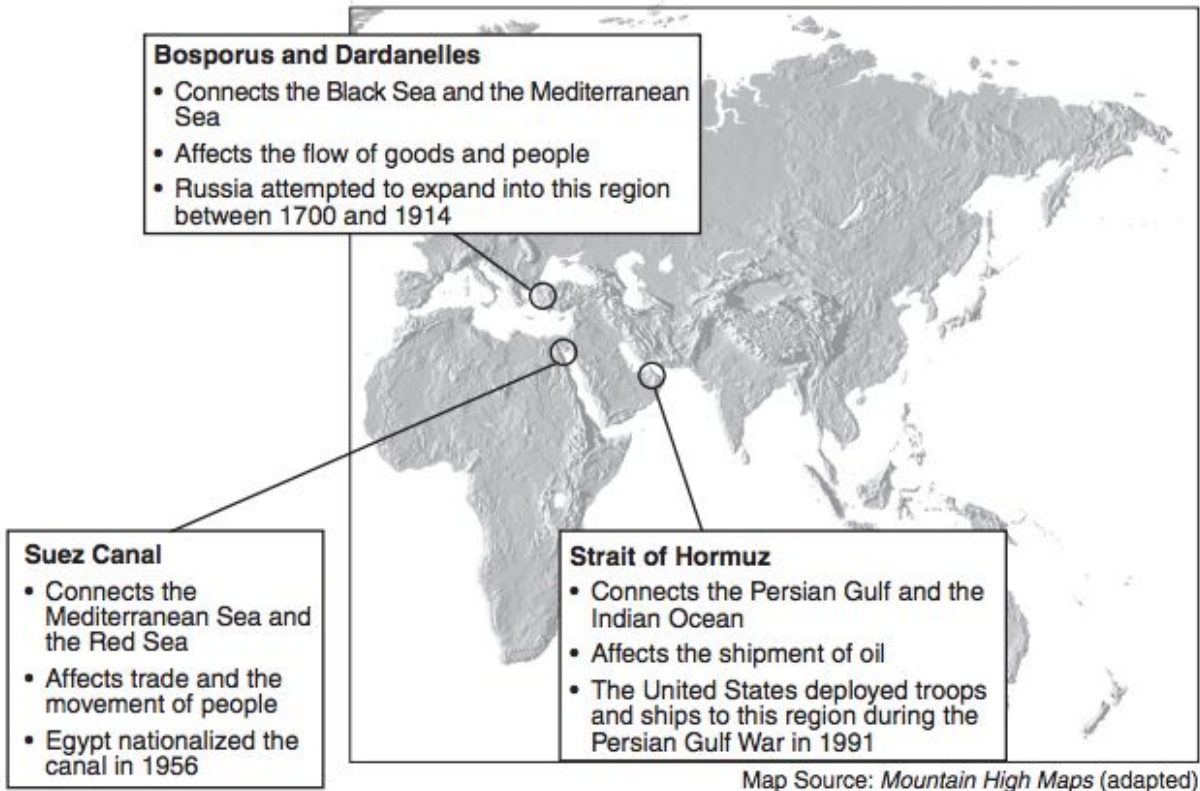
1. Why did the Aral Sea go dry?
2. In what other ways have humans caused damage to the environment and certain ecosystems?

Document 7

Chokepoints

There are approximately 200 straits (narrow bodies of water connecting two larger bodies of water) or canals around the world but only a handful are known as chokepoints. A chokepoint is a strategic strait or canal which could be closed or blocked to stop sea traffic (especially oil). This type of aggression could surely cause an international incident. . . .

Source: "Chokepoints," <http://geography.about.com> (adapted)



Questions for Document 7

1. What is a strait?
2. What is a chokepoint?
3. Why is it good to control a chokepoint?

Document 8

. . . For several centuries, these contacts [between North Africa and the interior] were limited by the nature of the Sahara itself. More than 3 million square miles in area, the Sahara is the world's largest desert. Because temperatures during the day can reach as high as 120 degrees Fahrenheit and supplies of water are scant, the 40-day journey across the desert required courage, determination, and careful planning. Travelers who became separated from their companions were seldom seen again. The trans-Saharan trek became somewhat easier after the 4th century A.D., when camels were introduced in place of horses; camels are able to travel long distances without water, and their wider hooves make it easier for them to move through sand. However, intensive contact between North Africa and the interior did not begin until the 7th century, when a revolutionary change took place in the political and religious life of the region. By this time, the old empires of the Mediterranean and the Middle East were in decline or in ruins. In their place was a powerful new force—Islam. . . .

Source: Philip Koslow, *Ancient Ghana: The Land of Gold*, Chelsea House Publishers

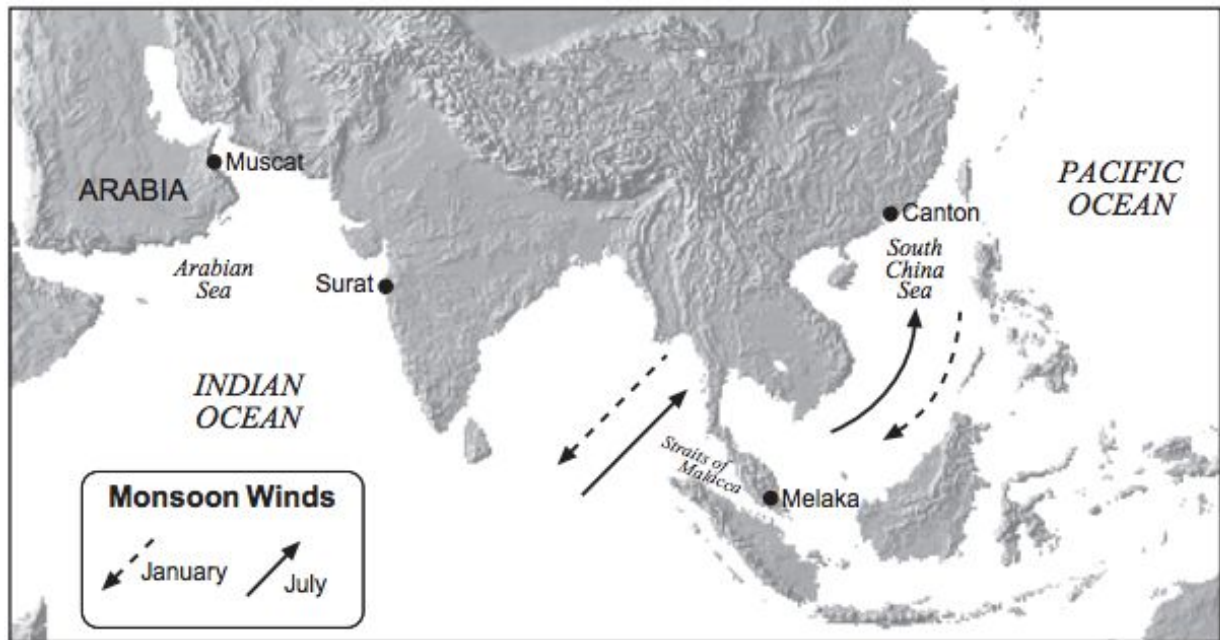
Questions for Document 8

1. Why is the Sahara Desert so dangerous?
2. What is a way humans have adapted to the Sahara?
3. Why are cultures north of the Sahara so much different from cultures south of the Sahara?

Document 9

. . . Nature also shaped the rhythms of trade and the places where it was conducted by constraining [hindering] transportation. All across maritime Asia—from Canton [China] to Mokka [southern Arabia]—trading schedules were dictated by the monsoon winds. Since strong winds blew consistently in one direction for several months and then stopped, and then blew consistently the other way for months, it made no sense to fight those winds. A trader went as far as he (or occasionally she) could in one direction and then stayed around until the wind reversed; his goods were then picked up by another merchant who had arrived earlier and knew precisely how long into the next season he could safely stay and still have enough days of favorable wind to get home. Thus, instead of Chinese traders spending two or more monsoon seasons (and years) sailing all the way to, say, Persia with silks, it made more sense to sail out one monsoon season and exchange with intermediaries based in between and thereby return home with frankincense and rugs. A series of emporia [trade centers] developed at sites such as Melaka [Malacca], Surat [India], and the Muscat [Oman] that had more to do with how far one could travel from there in one sailing season than with what goods could be produced locally. The result was a remarkably lively and cosmopolitan chain of port cities along the Asian littoral [sea coast], but in many cases these cities had only weak relationships with their immediate hinterlands [areas inland from the port]. . . .

Source: Pomeranz and Topik, *The World That Trade Created*, M. E. Sharpe, 1999 (adapted)



Sources: "The West and the Spice Trade," *Calliope*, Cobblestone (adapted);
Mountain High Maps, Digital Wisdom (adapted)

Questions for Document 9

1. How have the Monsoon Winds affected trade throughout history?
2. Give an example of how humans adapted to the Monsoon Winds?