

A NEW DANISH  
EDUCATIONAL FILM FROM  
**STATENS FILMCENTRAL**



**DANMARK**



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In the north-west part of Europe lie the Scandinavian Countries.

One of them is Denmark, the country this film is about.

Denmark is a country of islands. It consists of one peninsula - Jutland - which borders on Germany to the south, and of more than five hundred islands.

This is what the country looks like.

And this is what the Danes look like.

*The Danish people would like school children in other countries to know a little about the Danes and their country. Consequently we decided to make an educational film about Denmark, and to ensure the proper choice and presentation of the subjects to be dealt with in the film so that it might go as well as possible with the way of teaching abroad, we asked various teachers in foreign countries to help us. We also read what is told about Denmark in the geography books used in other countries - and finally we added a few of the things we wanted to mention ourselves. The film has now been accomplished and we hope that you will be interested in seeing it and showing it to teachers and education authorities in your country. We shall be glad to let you have an English-spoken preview print, and in case you find the film suitable for your schools - or for other purposes - we shall be able to supply 16 mm or 35 mm English-version prints. If you want to make a version in another language, we shall also be able to supply the printing materials necessary for this operation. In this little pamphlet you will find the complete commentary and a few stills which may give you an idea in advance of the contents of the film.*



Production: STATENS FILMCENTRAL  
(The Danish Government Film Office)  
for MINISTERIERNES FILMUDVALG  
(The Danish Government Film Committee)

Script and direction: TØRK HAXTHAUSEN

Camera: KENT HANSEN

Stock: 35 mm negative, black/white

Length: (16 mm) 306 metres or 1004 feet

Running time: 28 minutes

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The Danish flag is red with a white cross. This flag-pole stands in one of the many small gardens that together make up what is called a garden colony. Many Danish city-dwellers were born in the country, and having a small garden of their own, in which to spend their leisure hours with plenty of neighbours round about, reminds them of the kind of community they used to live in as children.

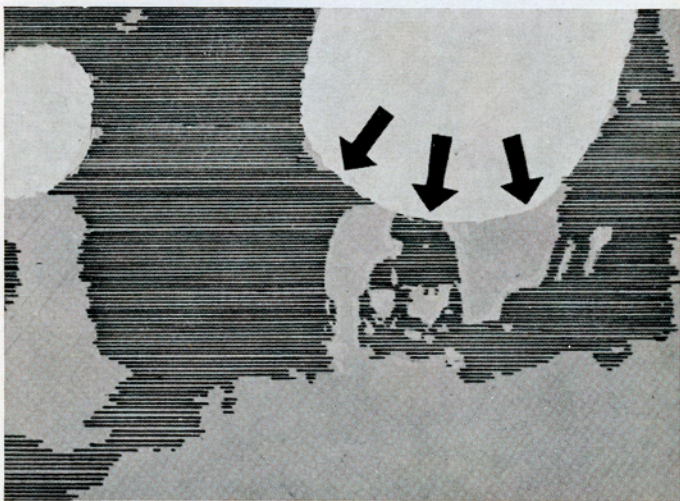
In order to know the Danes and their country, is it necessary to know something of their history.

It started some 15,000 years ago, during the Great Ice Age. The ice moved down from the mountains in the north. On its way it scraped loose great quantities of earth, shingle and stone, and carried them along with it.

The southernmost edge of the glacier kept melting the whole time, as it moved forward. The earth and stones in the melting ice were deposited in front of the moving glacier and were pushed along, forming big mounds on the bottom of the sea.

As the climate grew warmer, the ice began melting faster than it could move forward. And where the ice melted away, the sea-bottom rose with the great mounds of earth and stone which had been carried down by the ice. It was in this way that Denmark was made.

In many places there still lie big stones, carried by the ice down from the mountains in Sweden and Norway – stones, nobody has ever thought of moving away during the past 15,000 years.



At that time the land was without life – but from the south came plants.

Animals followed –  
then men.

The men were hunters, and we know little about them. They left few traces –  
only a single picture of themselves, scratched in a reindeer-bone.

3000 years ago, during the Danish Stone Age there were more islands and a lot more water than there is today.

And most of the land was covered by dense forests, hard for human beings to penetrate.

But in the countless bays and fiords and up the many streams lived the people of the stone age.

The sea was the easy road between their settlements – and an inexhaustible larder.

But the stone age people had already learned a way of cultivating the country's rich soil. They burned away parts of the woods – and broke up the ground by digging with a crude stick and then sowed the grain.

This is how they made flour – two pieces of stone, a small one and a big one, was their version of a mill.

The harvests of many years were to be ground to flour, before the stone became as flat as this.

Hundreds of years went by – new tools came into use, better ways were found to till the earth.

And many ships travelled the great highway of the sea. Rock-carvings show that 2000 years ago people had ships capable of crossing the straits between the islands and of voyaging to the countries just to the south, following the coast, in order to trade or plunder.

They returned with metals, and with the knowledge of how to work them – bronze ...  
and gold.

The people living in Denmark had already learned, that their wealth depended on two things: on the richness of their soil –

and on the sea, which formed an easy means of communication with the outside world. Some 1,000 years before Christ, important trade routes passed through Danish waters. Trade was centered at Birka in Sweden and Hedeby in Denmark.



But everywhere in the fiords, where the villages lay hidden, viking ships were always waiting in ambush.

The people in the villages were farmers, but they were also warriors and pirates.

It was not until about the year 800 that the vikings ventured outside Danish waters.

In the beginning they made short raids on the rich coastal cities of southwestern Europe, but as time went on, the viking fleets became bigger, till they comprised hundreds of ships with as many as 30,000 warriors in one fleet. For two hundred years the vikings dominated Europe, the Norwegians going northwest to Iceland, Greenland and even America, the Swedes setting up an empire in Russia and following the rivers to the Black Sea, and the Danes settling in France and Britain and plundering the towns of Spain and Italy.

About the year 900, Denmark became a single united country. King Harold raised this stone after Gorm, his father, and Thyre, his mother. That Harold who conquered all Denmark and Norway and made the Danes Christian.

The viking raids continued for some time on an even greater scale than before. Then, gradually, they stopped.

The country had lost many warriors.

Those, who were left, turned to working on the land. War had become an affair for kings. The farmer now wanted to live in peace.



Instead of viking ships, the farmers began building churches. Every village was to have its own ---

the Danes finally became Christian in earnest.

Crown and Church worked together to secure the unity of the country. Soon the day of the wealthy and independent farmer was over.

Till about the year 1100 the farmers of Denmark had also been seamen. They had voyaged between their many small towns in their home-made ships, and to ports in neighbouring countries. They had been traders and pirates and had become wealthy.

But now a new kind of merchant-ship made its appearance - known as a kogger. These were big vessels with a very large loading capacity, and their cargo was carried battened down beneath decks where it couldn't be damaged by bad weather and high seas. These ships came from the rich merchant-cities of northern Germany and the Netherlands. They only went to ports in Denmark having harbours deep and spacious enough to permit them to enter, namely - Ålborg, Flensborg, and Copenhagen.

The small townships lost their trade, and the merchant-farmers were left out and only the big cities thrived. Danish merchants became wealthy too by trading with foreign skippers.

Finally they became wealthy enough to build their own ships. The Crown, too, made money out of this trade. Warships were built.

Through centuries of wars and changing fortunes the navy and the merchant navy both grew, until Denmark, at the start of the eighteenth century, had become the third greatest sea-power in the world, after France and Britain.

In the eighteenth century Copenhagen was the trading-port of all the Baltic countries.

Copenhagen became a centre of world trade.

During the war between Britain and France Denmark stayed neutral.

But Napoleon and Britain's Pitt were fighting over the globe... and Denmark became involved.

In 1807 the British navy anchored outside Copenhagen. English troops made a landing, and their commander demanded that Denmark join the British





against Napoleon and that the Danish navy be placed under British command. The Danish king refused. The British answered by bombarding the city for two days and two nights.

The capital of Denmark lay in ruins. The city had to surrender.

- The British sailed away with most of the ships of the Danish navy – and destroyed those on the stocks.

Denmark, from being one of the greatest maritime powers in the world, and a centre of world trade, was reduced at one fell stroke to a small country.

And once more the Danish merchant-navy was rendered obsolete by the introduction of a new kind of ship.

At the beginning of the 19th century, Denmark's exports were mostly corn and cattle.

But the new steamships were able to deliver great quantities of these goods at cheap prices from America. So even the farmers suffered.

But in the rest of Europe a new era had begun. In the big cities thousands of people were already working in factories. They were paid in cash, they had to buy the food they needed. They constituted a whole new market for agricultural products.

In Denmark, however, the farmer was still ploughing his fields in the same way as during the Iron Age.

It soon became apparent that some kind of industrialization of farming was necessary.

The first attempts were not entirely successful.

But when the farmers themselves started their own industrial enterprise, in 1882, a dairy at Hjedding, they finally succeeded.

Within a few years the Danish farmers had changed their production from the growing of corn and raising of cattle to the producing of refined agricultural products.

And now exports increased once more. Once more the Danes had need of ships – and the money to build them.

Danmark's prosperity today is mainly due to the cooperative movement and its food factories.

It was the poet Grundtvig, who indirectly laid the foundation of the cooperative movement.

It was his ideas about a liberal kind of education for young people, which made a man named Kristen Kold set up the first folk high schools, where young farmers were taught to understand the workings of the society in which they lived and how they might perhaps influence.

It is farmers like these – who make up the board of directors of a cooperative dairy in Zealand – who today own and manage the cooperative movement's many enterprises: dairies, meat factories, buying – and sales enterprises – it is their work, which has converted Danish farming into an industry.







Before Danish farming became an industry, Denmark exported grain – today, Denmark's farmers import grain and feedstuffs – and process them, with the help of pigs

into bacon –

with the help of hens

into eggs –

with the help of cows

into milk

which is further processed in the farmers' dairies

into butter

and cheese.

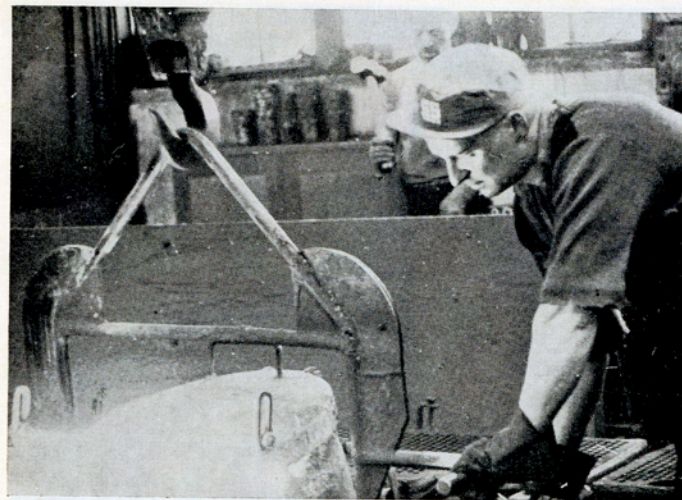
Today, Denmark exports high-class agricultural products – and imports grain and feedstuffs – but also other raw materials for her other industries.

For today, Denmark is a thoroughly industrialized country. She has almost no raw materials herself – they have to be imported from abroad. But she has skilled labourers, working in modern factories to make machines

and tools –

and whole factories for export, like this cement factory being assembled here.

And ships are still being built. But today the Danes not only build the ships they use to carry the goods they need or make, but also ships for export. Danish shipyards build ships for the USA, Japan, Russia, for the whole world.



Some shipyards are situated where the inhabitants have been building ships since the Stone Age. This makes it a little difficult to launch the big ships of today. Sometimes there is barely enough room.

Copenhagen once more has a harbour serving all Scandinavia and a great part of northern Europe. And the sea is still Denmark's most important highway. Both for communication with other countries – and for communication between her many islands.

Everywhere there are ferry-lines between the islands – some of them big – and some of them very small.

Everywhere, the highways of land and sea cross each other. Even in the middle of the city.







In modern Denmark there are people of alle kinds –  
 workers –  
 engineers –  
 craftsmen –  
 country-folk –  
 city-folk –  
 and fishermen.

But today, just as many thousand years ago, their  
 most important sources of wealth are the rich soil of  
 their country –  
 and the ever present sea, with its great highways  
 leading out to all the countries of the world.







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