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FOREIGN TRADE OF GALICIA AND BUKOVINA AND OTHER AUSTRIAN COUNTRIES AT THE END OF THE 19TH CENTURY BASED ON GERMAN RAILWAY STATISTICS

doi:10.2478/sho-2018-0002

The subject of this study is to draw attention to the commercial relations of Galicia and Bukovina¹ and other Austrian countries at the end of the 19th century. In our deliberations, we will deal with the Galician trade exchange with foreign contractors from outside the Austro-Hungarian Empire customs area, the largest of which Galicia maintained with Germany. Not only are issues related to the export of goods by rail from Galicia and Bukovina to Germany presented, but also imports of goods from Germany to these countries. For comparative and cognitive purposes, the results obtained on the trade of Galicia and Bukovina with the German Empire were presented on a broader comparative background, primarily including also other countries of the Austrian monarchy, mainly the Czech Republic. Galicia, as a typically agricultural region, was for long a period of annexation the main supplier of agricultural and forestry products for the better-industrialized regions of Western Europe, including Germany. One of the elements of the analysis undertaken in this study is to determine the structure of trade with other countries, as well as to indicate the main directions of transport routes connecting Galicia with individual trade districts of Germany.

¹ In the German railway statistics, Galicia created together with Bukovina one trade district, which makes it impossible to determine the participation of each of these countries separately in the course of trade with Germany. One can assume that due to the small economic potential of Bukovina, Galicia's trade volume and large distances from the German border were certainly more significant.

The source basis of this study is the statistical types of sources. The basic statistical material, in terms of our interests, included the Statistical Publisher *Statistik der Güterbewegung auf deutschen Eisenbahnen nach Verkehrsbezirken geordnet* [1885-1901] founded by the Prussian Ministry of Public Works in 1883. The publishing house publishes data on freight traffic on German railways, taking into account the types of goods sent and, according to separate national (German) and foreign trade districts.

To this day, the most valuable source of information regarding this topic is a monographic and statistical study entitled *Trade in Galicia and Bukovina and other Austrian countries with the German Empire* by Tadeusz Piłat [Piłat T. 1887: 3-26; Piłat T. 1895: 27-43; Piłat T. 1901: III-VII, 1-22]². Significant source information is provided by the *Yearbook of Industry Statistics and Domestic Trade* [1894, 1895]. The subsequent volumes of this publication present the freight traffic of individual lines and railway stations, as well as the export and import of goods in Galicia along with its trade balance.

Compared to the Prussian partition and some areas of the Polish Kingdom, Galicia was considered one of the most backward areas in Austria. And the reasons for this were varied, such as lack of a suitable raw material base, lack of capital, and above all lack of markets. In the conditions of the formation of free production and the accompanying free competition, the phenomenon of concentration of production forces gradually took place. The number of manufacturing and then factory enterprises increased. The crafts and trade deteriorated, mainly due to the influx of cheaper and often better quality Austrian and Czech goods, which became particularly evident in the second half of the 19th century after the construction of the railway. The products of the Galician industry and craft, generally of inferior quality, did not stand up to foreign competition. Therefore, the producers were left only to the internal market, which, also due to the large fragmentation of peasant farms and their poverty and the increasingly pauperised "rural towns", was not an easy outlet for domestic production. Finally, over-developed Austrian fiscalism and customs legislation important for trade, favoring production from the Austrian and Czech Moravian lands did not protect Galicia from the competition of the technologically superior Austrian and Czech industries [Fiedor K. 2000: 320-326; Chwalba A. 2011: 25-29].

² Apart from the text elaboration, this publication contains extensive statistical documentation, which became the basic source database for this study.

In the mid-nineteenth century, a new economic situation began to arise in Poland. In 1847, the free city of Krakow was incorporated into the Austrian customs area. In 1851, the customs border between the crown countries of the monarchy and the customs territory of the Hungarian countries was abolished. In the same year, the customs border of the Kingdom of Poland with the Russian Empire was abolished. Earlier, from 1818, unrestricted trade was introduced between the Grand Duchy of Poznań and other areas of Prussia, and in 1842 the German Customs Union covered almost the entire territory of Germany. These events undoubtedly influenced the new layout of the markets by changing the scope of internal and foreign trade in Poland. We have observed a tendency for gradual total inclusion of Polish territories in the customs system of the partitioning powers. In addition to pre-shaped regional market districts, new national markets with one customs area began to emerge. The degree of integration was to a large extent dependent on the customs policy of the partitioning powers [Łukasiewicz J. 1974: 823-824; Łuczak Cz. 2001: 405].

Trade turnover improved after 1850 when we observe the easing of customs policy. In 1851, the Russian government began the process of customs liberalization from the inclusion of the Kingdom into the general-Russian commodity market, as well as the introduction of further tariff reductions, which took place in 1857 and 1869 [Łukasiewicz J. 1974: 823-824]. The tariff reductions in 1851-1853, contributing to the economic recovery, were placed also in the Austrian state. In 1853, Austria was able to conclude a favorable treaty with the German Customs Union, in which the exchange of goods between the two customs areas would have a reciprocity clause and the most-favored one. In 1862, the monarchy completely abolished customs duties, which very quickly contributed to the revival of transit. The change of the customs tariff in Austria was only caused by a new treaty with the German Customs Union in 1865, which removed the most-favored-nation clause between the two customs areas. Unsuccessful war with Italy and Prussia, depreciation of the currency, the stock market crash in Vienna led Austria to a stagnation in economic life, which led the Vienna government to change its current customs policy and tighten the protection system in 1878 to protect state production. Further increase in customs duties took place in 1882 and 1887 [Lutman T. 1937: 38-44]. A similar policy is pursued by the Prussian government. In the years 1836-1842, one could see a protective customs policy, that in the next period 1843-1865, tariffs would be slightly lowered, which were still high and effectively hindered trade. Major changes in the economic poli-

cy implemented took place only in 1865 when the trade liberalization followed the introduction of the new customs tariff. The free trade era, however, did not last long and in 1879 new German duties came in, in 1885 it was still significantly increased, among others on wood, further closure of the border for cattle, as well as unfavorable tariffs on German railways forced to look for other directions for the export of Galician goods [Piłat T. 1887: 4; Rutowski T. 1888: 39]. Generally speaking, the policy of the partitioning states pursued this way, on the one hand, accelerated the process of transformation towards a centralized economic system, and on the other, reducing and then eliminating the autonomous powers of Polish regional markets.

The level of overall turnover with foreign countries and directions of trade depended not only on the customs situation at the borders of individual countries but also on the development of means of transport. Particularly advantageous opportunities in commodity turnover with abroad opened with the development of rail transport. New railway lines served this purpose. The first railway constructed in Galicia in 1847 was the Kraków-Górnośląska Railway connecting Kraków with Prussia. In 1848, Galicia received a railway connection with Warsaw, and in 1856, western poviats with Vienna. In 1858, the Galician Railway of Karol Ludwik reached Rzeszów, in 1860 Przemyśl and a year later Lviv. In 1871 Podwołoczysk and 1873 Brody on the border with Russia. In 1866, a meridian connection with Czerniowiec was established connecting Lviv and Bukovina, and in 1874 the first railway connection with Hungary. In 1882, work on the so-called Galician Transversal Railway so that from the 1880s, western areas between the Carpathians and the Vistula were covered from the north and south by two parallel lines [Szuro S. 1997]. As a result of investment works in transport, the length of railway lines in Galicia increased from 65 km in 1847 to 673 km in 1870, 1,553 km in 1882, and 3483 km in 1899 [Yearbook of Statistics..., 1887: 203; Galician Statistics 1900: 236]. Thus, the railway network increased in 1847-1899 five times. In 1879, there were 3506 inhabitants in Galicia on 1 km of railway line, and in 1899 - 1897. In the same years, this ratio was in the same years for all the crown countries of Austria, respectively 1797 and 1269 inhabitants. In 1879, one kilometer of railway lines in Galicia was over 50 km², and in 1899 - 22.5 km², and for all the crown countries - 26.5 and 16 km², respectively [Galician Statistics 1900: 236]. Thus, it can be assumed that in Galicia from the second half of the 19th century, with the poor condition of roads and poorly developed river navigation, railways became the basic means of land transport.

The pace and scope of changes in trade between Galicia and Bukovina, and Germany in the export and import of goods, without the consignment of live animals, which were not calculated by weight, are shown in Table 1 in the period of interest.

Table 1
Freight traffic between Galicia and Bukovina and Germany in 1885-1900 (in tonnes)

Year	Export to Germany	Import from Germany	Total Turnover	Indicator year 1885=100	Difference between export and import
1885	204 870	209 502	414 372	100,0	-4 632
1886	187 174	211 305	398 559	96,2	-24 131
1887	228 449	224 891	453 340	109,4	3 558
1888	300 614	255 304	555 918	134,2	45 310
1889	355 328	278 166	633 494	152,9	77 162
1890	381 032	284 197	665 229	160,5	96 835
1891	482 774	343 514	826 288	199,4	139 260
1892	324 603	307 343	631 946	152,5	17 260
1893	354 204	363 858	718 062	173,3	-9 654
1894	450 294	431 550	881 844	212,8	18 744
1895	491 156	454 628	945 784	228,2	36 528
1896	628 743	532 584	1 161 327	280,3	96 159
1897	691 116	556 562	1 247 678	301,1	134 554
1898	881 528	619 607	1 501 135	362,3	261 921
1899	859 971	609 587	1 469 558	354,6	250 384
1900	1 069 746	605 925	1 675 671	404,4	463 821

Source: Pilat T. 1887: 9-11; idem 1895: 32-35 (Tabl. I) and 36-39 (Tabl. II); idem 1901: 2-4 (Tabl. Ia) and 10-12 (Tabl. 2a).

As you can see, trade turnover has increased more than fourfold in the discussed period. The trade exchange between these areas increased rapidly in the years 1885-1891 (by about 100%), after which in the period 1892-1893 there was a significant reduction. The breakdown in the trade that took place between Galicia and Bukovina at that time, and only slightly affected the other Austrian countries. This situation can be partly explained by the entry into force, from 1892 of the trade treaty, which introduced new tariffs. Starting from 1893, there was a significant increase in

the rate of trade increase in Galicia and Bukovina with Germany, in 1900 it was more than 2.5 times more than in the base year and can be described as a continuation of the upward trend of 1885-1891.

Trade between Germany and Austria also grew, where the volume of goods transported since 1885 increased continuously until the end of the discussed period (by nearly 170 percent), and a record increase was recorded in 1899, when almost 25 million tons were transported by rail goods (mainly coal), more than in the previous year. Trade turnover also increased between Germany and the Czech Republic by approx. 150%. As can be seen, in terms of trade with Germany, Galicia together with Bukovina had one of the highest growth rates of goods transported by rail (Figure 1).

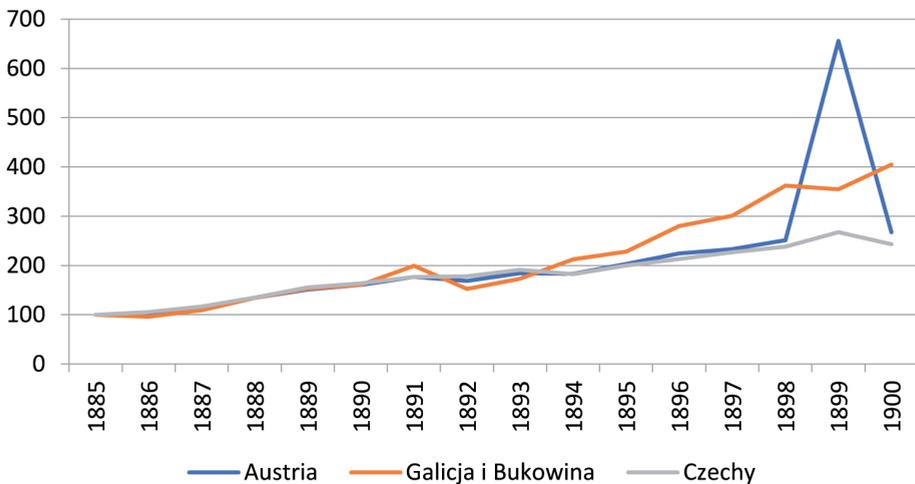


Figure 1. Freight traffic on railways from Austrian countries to Germany in 1885-1900 (index 1885 = 100).

Source: Own calculations based on Piłat T. 1887: 26-26c (Tabl. VI); idem 1895: 32-39 (Tabl. I-II); idem 1901: 2-17 (Table. I-II) and 19-22 (Tabl. Iva)

The percentage share of Galicia and Bukovina in trade in goods with Germany in the years 1885-1890 was less than 7 percent. general marketing of all Austrian countries. For the period of the decade 1891-1900, starting from 1891, the ratio increased from 7.6 percent. up to over 10 percent in 1900. In terms of percentage share in trade in goods with Germany, the highest rate in the whole of Austria was possessed by the Czech Republic, which in the discussed period ranged from approx. 59 to 68 percent trading in all Austrian countries.

Galicia and Bukovina had a positive balance in the total trade with Germany over most of the period. More goods were exported to Germany than imported. Only in 1885, 1886 and 1893, imports of goods from Germany were higher. From 1894, there was an advantage of goods exported from Galicia and Bukovina over deliveries from Germany, which at the end of the analyzed period increased significantly. At this point, however, it must be stipulated that the above comparative characteristics have a value limited to the quantitative aspect (the weight of the transported goods). However, it is not possible to determine the value of transported goods and draw conclusions about the trade balance between Galicia and Bukovina, and Germany.

In the years 1885-1900, the total weight of all goods registered in the railway transport between Germany and Galicia and Bukovina amounted to nearly 14.2 million tons.

In the commodity structure of trade turnover between these areas, coal, metal ores, iron products, machinery, and crude oil were transported the most, totaling approx. 5.8 million tonnes, which accounted for 41.3% of all transported goods. Among other significant items in trade in goods, it is worth noting wood and products of the wood industry (4.4 million tons), which gave 31.1 percent of entire turnover. In third place (1.5 million t) - 10.7 percent of all turnover, there were agricultural crops (cereals, root crops, fruits, vegetables). In the vast majority of commodity groups³, the total trade volume ranged from 0.3% to less than 7 percent of all goods registered in rail transport.

For example, in the trade turnover of the Czech Republic and Germany, in the same years, mining raw materials and products from steel mills and factories accounted for 101 million tonnes, i.e. over 88 percent of general turnover in rail transport of these countries.

The supply of Galician and Bukovina commodities on the commodity market of Germany increased along with the development of the economy of these countries, and their share in the exports of all Austrian countries from 6.2 in 1885 to 11.1% increased in 1900. Due to the preservation of the rich source base in the form of official German railway statistics prepared annually in 1885-1900, it became possible to study the freight traffic between Galicia and Bukovina, and Germany. On this documentary basis, we can determine the most significant phenomena and main trends

³ These are the following groups of goods: agricultural industry products, food and beverages, building materials, textiles, materials and chemical products, and other goods.

in each separate group of goods exported and imported between the two customs areas.

EXPORTS OF GOODS FROM AUSTRIAN COUNTRIES TO GERMANY

First of all, attention should be paid to the structure of the exported goods from Galicia and Bukovina to Germany, which is shown in Figure 2 in the period of interest.

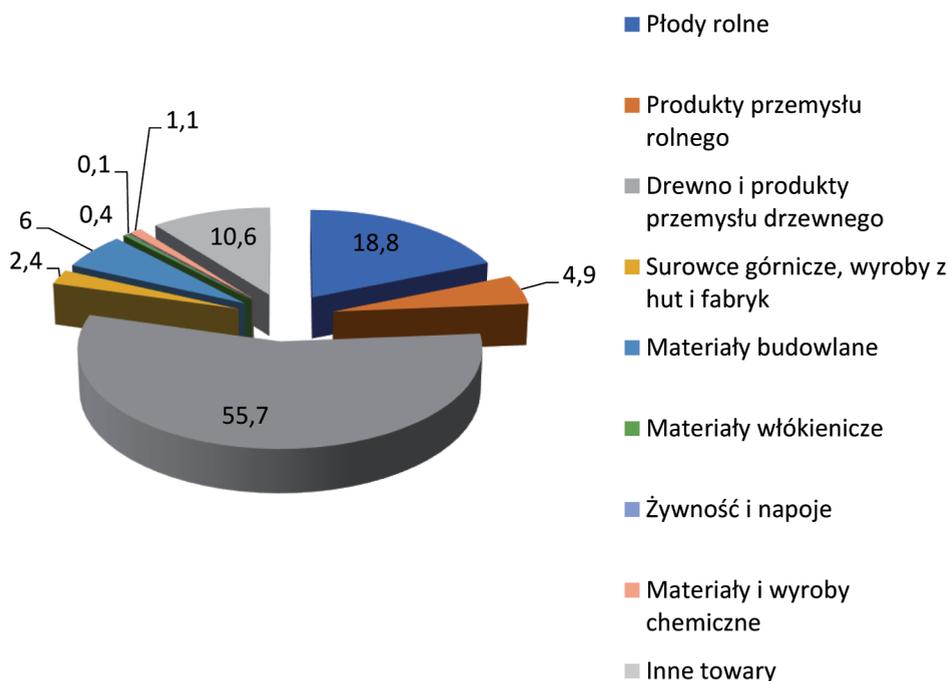


Figure 2. Structure of the exported goods from Galicia and Bukovina to Germany in the years 1885-1900.

Source: Source: see figure 1

According to the above review, at the end of the 19th century, the largest part of exports to Germany, in terms of weight, was wood and timber products, followed by agricultural produce, other goods, construction materials, and food industry products. The other product groups represented only a minimal share of total exports to Germany.

The lists of wood and its intermediates distinguish two types of exported material: wood and fuelwood. The favorable phenomenon was a larger export of material wood, more processed and of higher value, including sawn timber, carnels, trunks, wood for hewing as well as wood used in handicrafts, eg wood wires. Less firewood and railway sleepers were removed, as well as charcoal and tanner bark. The dynamics of exports of timber and timber products in the 16-year period is presented in Figure 3.

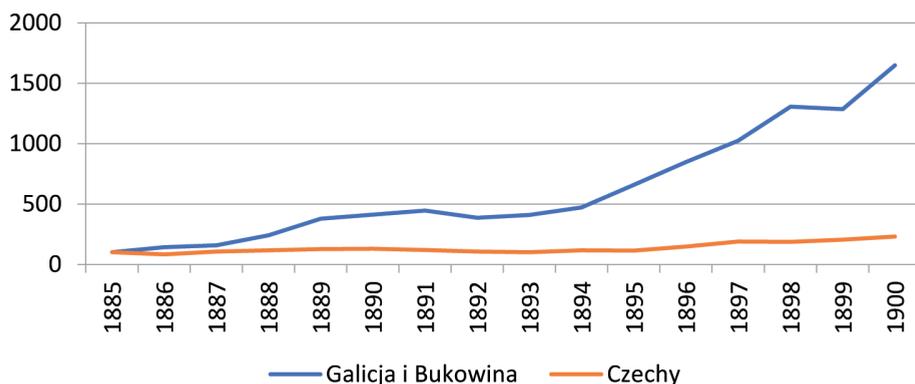


Figure 3. Export of timber and timber products by rail from Austrian countries to Germany in 1885-1900 (index 1885 = 100).

Source: see figure 1

The volume of exports of timber and timber products from Galicia and Bukovina to Germany in the discussed period increased from 44 287 tonnes in 1885 to 732 150 tonnes in 1900, or more than 16 times. In the case of the Czech Republic, the export of timber was significantly smaller and ranged from 103 794 tonnes in 1886 to 285 509 tonnes in 1910, i.e. it increased by more than twice. Since 1895, more than half of the timber exports from Austria to Germany came from Galicia and Bukovina, and only in the last two years, it has decreased to about 47%. all exports.

The second place in the export from Galicia and Bukovina to Germany were farm produce. However, their exports underwent considerable fluctuations from year to year, which can be partly explained by the result of harvests in a given year, fair prices, as well as frequent increase of German duties on imported agricultural goods from abroad. For example, after 1885, when higher tariffs for agricultural products in Germany began

to apply, a rapid fall in exports of these goods was found in the period 1886-1887. The dynamics of the export of agricultural products from some Austrian countries to Germany is shown in Figure 4.

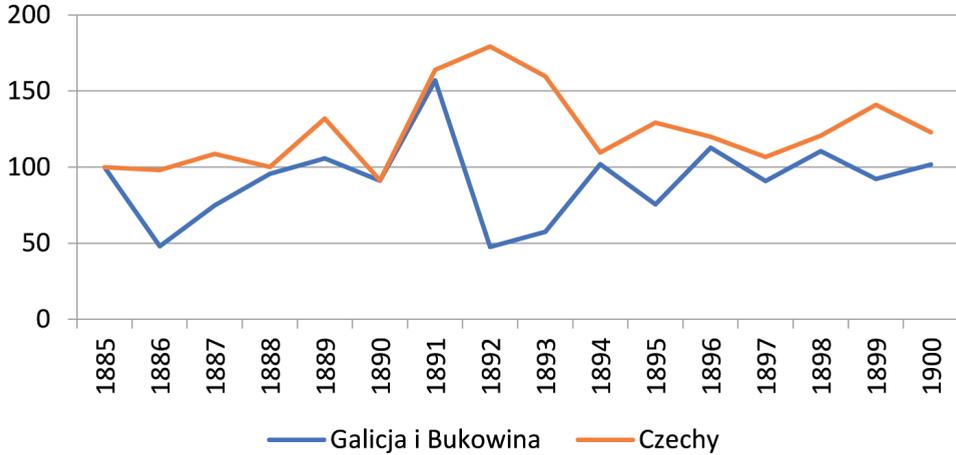


Figure 4. Exports of agricultural produce by rail from Austrian countries to Germany in the years 1885-1900 (index 1885 = 100).

Source: see figure 1

The minimum volume of exports from Galicia and Bukovina amounted to 48 223 tonnes in 1892, and the maximum of 159,379 tonnes in 1891. With the highest exports, in the vast majority of cases, we meet at the end of the analyzed period. Such a situation can be considered as a premise indicating an upward trend in the export of agricultural products, although there are still constant fluctuations. Also, exports of agricultural produce from the Czech Republic were subject to considerable fluctuations at that time. In the general export of agricultural produce from Austrian countries to Germany, Galicia and Bukovina participated in the 20-25 percent from the mid-1990s. A large share in exports still had in 1885 - 26 percent and in the record year 1891- 26.4 percent. In comparison with other Austrian countries, the export of agricultural products from Galicia and Bukovina was lower eg from the Czech Republic, where it ranged from 27 to 42 percent, mainly due to exports of barley, maize, legumes, and malt, also from other Austrian countries with similar composition exported articles, as well as additional fruit and vegetables.

In the petting department, trade between Galicia and Bukovina and Germany did not play a significant role, which was the result of restric-

tions in all border traffic between Galicia and Germany, which were introduced after the detection of the muzzle and hoof plague in Galicia, sheep, and non-goat in Galicia⁴. On the other hand, horse exports took place throughout the entire period and ranged from 765 items in 1887 to 3895 items in 1890. In 16 years, nearly 27 thousand were transported to Galicia and Bukovina to Germany. horses, less than, for example, in the same period from the Czech Republic (31 950 items). Nearly 2/3 of horse exports from Austria to Germany came from the Czech Republic, Galicia, and Bukovina. A small role in exports to Germany was cattle, the largest of which was removed from Galicia and Bukovina in 1891 - 589 items. In 1890-1900, 1862 cattle were exported from these two countries. The Czech Republic had a definitely higher share in exports of cattle to Germany, where the export of these animals ranged from 140 items in 1888 to 10,414 in 1899. However, most cattle were exported to Germany from other Austrian countries, mainly across the Bavarian border, where in the years 1891-1900, nearly 0.5 million were exported. A small share in exports from Galicia and Bukovina to Germany had a non-agglomeration, the most of which was exported in 1893 - 181841 items, and only 43 thousand in the entire analyzed period. pcs. Nearly half (292 730 items) of non-exported from Germany to Germany came from the Czech Republic. Only the poultry transport was characterized by the most steady growth during the discussed time. In the first two years it did not exceed 500 pieces, and in 1890 it reached the value of over 91 thousand. In 1893, poultry export to Germany exceeded 1 million pieces, and two years later it reached its maximum value of 1 120 541 items. In the entire period from Galicia and Bukovina almost 8 million poultry were transported to Germany, which placed these countries in the first place among all Austrian countries in terms of their share in exports (58%).

The growth tendency during the discussed time also applies to the export of construction materials to Germany (Figure 5). The most in this group of materials belonged to earth, gravel, marl, and clay. A more substantial group of exported articles were still goo, asphalt, and resin. The volume of exports of building materials ranged from a minimum size of 4,322 tonnes in 1885 to a maximum of 88,518 tonnes in 1900. From the entire export of construction materials from Austria to Germany to Galicia and Bukovina, at the end of the period considered, about 20 percent. In this respect, the Czech Republic was definitely ahead, participating in the

⁴ On epidemics among animals in Galicia see Lipelt R. 2011: 183-199.

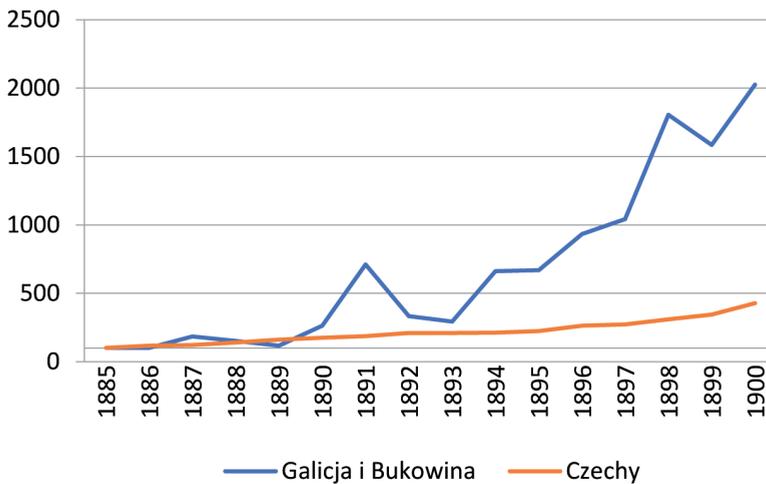


Figure 5. Exports of building materials by rail from Austrian countries to Germany in 1885-1900 (index 1885 = 100).
Source: see figure 1

general market for the sale of these goods to Germany, most of the time at the level above 60%.

A large group of goods exported from Galicia to Germany consisted of agricultural industry products (10-41% of market share), which mainly consisted of flour and mill products, mainly bran (Figure 6) [Piłat T. 1901: V].

During the last decade of the 19th century, the volume of exports of these products showed - generally speaking - a constant development trend, and in the last year reached a record increase of 53 907 tonnes, five times more than in 1885. A larger share of agricultural industry products on the sales market Germany had the Czech Republic (16-76 percent), from where the most exported sugar, which exports in the years 1888-1893 often amounted to more than 50 thousand tonnes annually, and in 1891 reached the size of 92 thousand. After this period, the upward trend in the export of sugar to Germany was broken, and its export in 1900 decreased to 9540 tonnes, but a year later its sales increased to 43 755 tonnes.

Much worse in terms of exports of mining raw materials (coal, metal ores, crude oil), steel and machinery products to Germany was Galicia and Bukovina, compared in particular with the Czech Republic, due to significant exports of lignite and hard coal from this country. The share of the Czech Republic in the entire Austrian export to Germany in the an-

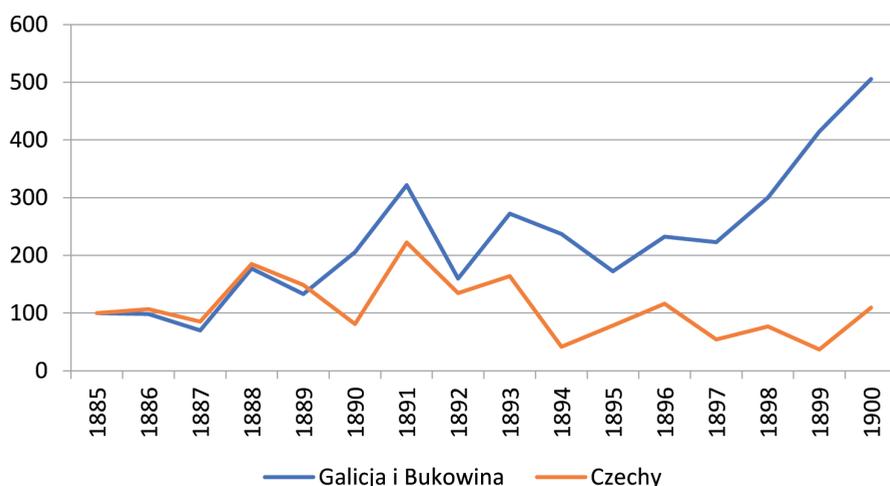


Figure 6. Exports of agricultural industry products by rail from Austrian countries to Germany in the years 1885-1900 (index 1885 = 100).

alyzed period ranged from 95.7 to 98.6%, while in Galicia and Bukovina it rarely exceeded 0.2%. The largest position of Galician exports in this product group were iron ore and other metals (mostly zinc). The volume of iron ore transported to Germany ranged from a minimum value of 412 tons in 1898 to a maximum of 13,410 tonnes in 1892. The export of crude oil and other mineral oils from Galicia and Bukovina to Germany was small, but since 1885, despite the strong American and Caucasian competition increased almost continuously until 1898 from 12 tonnes to over 4,000 tonnes. Lignite exports from the Czech Republic increased from 2 188 344 tonnes in 1885 to 6 216 103 tonnes in 1899, i.e. almost three times. The general upward trend was not changed by a slight decrease in growth in 1894 and 1900. The lower share in exports was found in hard coal and coke, the import of which to Germany increased from 166 229 tonnes in 1885 to 546 106 tonnes in 1899, more than three times, and in 1900, a slight decrease in the export of this raw material was noted. A considerable share in Czech exports to Germany still had iron ores and other metals. Although, as can be seen in the case of iron ore, during the last decade of the 19th century, the volume of exports systematically decreased from 74 240 tonnes in 1889 to less than 2 thousand tonnes in 1899. While exports of other metal ores steadily increased and reached in 1899, the value of over 50 thousand tonnes.

The exports of goods from Galicia and Bukovina to Germany in other departments were much less at this time. In the group of materials and chemical products, the most important export position were fertilizers, which were delivered in the years 1885-1890 in total over 58 thousand. In the following years, the demand for Galician fertilizers on the German commodity market fell due to replacing them with sales from other Czech countries as well. The Germans imported from the Czech Republic in the period 1887-1900 a total of over 113 thousand tonnes of fertilizers, that is, an average of about 8,000 tonnes a year.

The textiles were of minor importance in deliveries to Germany from Galicia and Bukovina. The export included mainly raw material, such as flax, hemp, and wool. The minimum export volume was 1045 t 1890, and the maximum 2886 t in 1896. With the largest exports, in the vast majority of cases, we meet at the end of the period under consideration. Textile exports were higher in the case of the Czech Republic and consisted mainly of cotton, yarn, and finished fabrics. The Czech Republic's share in the total Austrian exports to Germany in the period under study ranged from 27 to almost 48 percent, while Galicia and Bukovina ranged from 5 to 18 percent.

Among the goods exported from the Galician province to Germany, there were also food and drinks. The leading position was occupied by fish (mainly herring) imported from Hungarian and Austrian ports and small amounts of beer. Between 1885 and 1900, approximately 5,500 tons of food and beverages were imported to Germany from Galicia and Bukovina, an average of 350 tons per year. Therefore, the share of Galicia and Bukovina in food supplies to Germany from the Austrian countries was negligible and rarely exceeded 1 percent. In this respect, the Czech Republic was definitely the leader, whose share in the entire Austrian export to Germany in this group of products accounted for 70 to almost 90 percent during the period considered, mainly due to the export of beer. The export of Czech beer to Germany increased from 8,000 tonnes in 1885 to almost 67 thousand in 1900, drinks, mainly wine, played a major role in export from other Austrian countries.

Among the exported products from the Czech Republic, Galicia, and Bukovina, there is an important position, around 1/3 in goods turnover with Germany, the group "other goods", that is all other items not exported in previous sections.

IMPORTS OF GOODS FROM GERMANY TO AUSTRIAN COUNTRIES

In the previous part of this work, an attempt was made, among others, to present the trade of Galicia and other Austrian countries with the German Empire, taking into account the main development tendencies in each separate group of goods exported from Austria. Now let's take a look at the import of goods from Germany to Galicia and other countries of the monarchy. The volume of goods imported from Germany to Galicia and Bukovina increased more slowly than exports. The increase on the export side in the analyzed period amounted to 422%. and on the import side 189 percent.

In the structure of imports of goods from Germany to Galicia and Bukovina, the first place was occupied by hard coal, whose import was systematically growing from over 166,000 tonnes in 1885 to over 0.5 million tons in 1900, more than three times. A similar trend was maintained in the import of hard coal to the Czech Republic and other Austrian countries. In the case of the Czech Republic, the volume of hard coal imported from Germany increased from 936,633 tonnes in 1885 to 1,844,328 tonnes in 1900, ie twice (Figure 7). It should also be noted that imports of coal from Germany were definitely offset by a larger export of brown coal from the Czech Republic to Germany, e.g. in 1899, it was 6.2 million tonnes.

Iron, ironmongery, machinery, and lead constituted a large position in imports from Germany to the Austrian countries. The average annual sales of these articles in Galicia and Bukovina amounted to 7658 tons in the years (1885-1890), and in the last decade of the 19th century, it increased to 16 392 tons. In comparison, in the Czech Republic in the same years, it was 33,488 tonnes and 45,710 tonnes.

From other goods imported from Germany to Galicia and Bukovina, construction materials, mainly cement, deserve attention. Although in the structure of imports, the share of this group of goods decreased from 7.8% in 1885 to less than 2 percent. in 1900. The volume of cement transported by rail from Germany ranged from a minimum of 5,344 tons in 1899 to a maximum of 15.558 tonnes in 1893. The Czech Republic had a relatively small import of cement, unlike the other Austrian countries, where imports from Germany from 1893 often amounted to over 40,000 tonnes of cement per year.

During the analyzed period, the share of materials and chemical products increased from 0.5% in imports from Germany to Galicia and Buko-

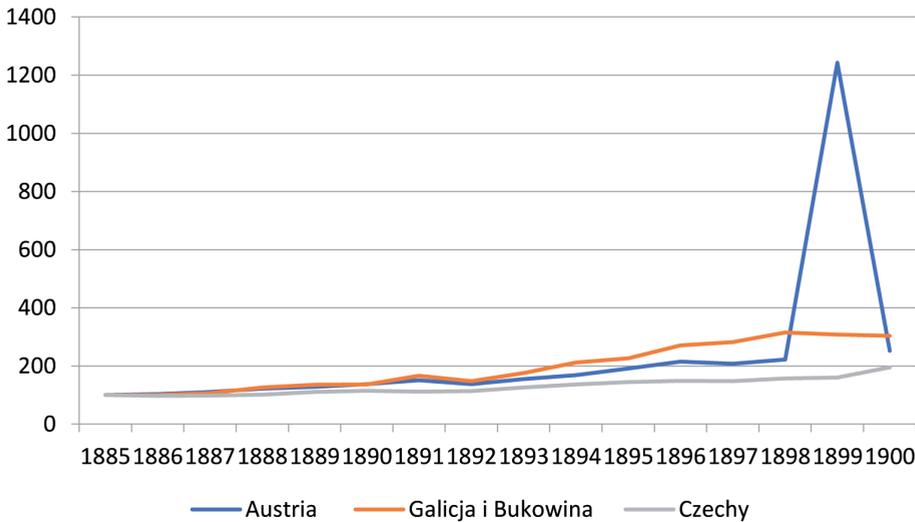


Figure 7. Exports of mining raw materials, products from mills and factories from Germany to Austrian countries in the years 1885-1900 (index 1885 = 100)

Source: Own calculations based on Piłat T. 1887: 26-26c (Tabl. VI); idem 1895: 36-39 (Tabl. II); idem 1901: 10-17 (Tabl. IIa) and 21-22 (Tabl. IVb).

vina. in 1885 to 3.7 percent. in 1900. Imports of fertilizers deserve special attention, which is the highest position in this group of goods, maintaining a fast growth rate. Deliveries of fertilizers from Germany to Galicia and Bukovina increased from 310 tonnes in 1885 to over 20,000 in 1900, the increase in the number of mineral fertilizers imported to Galicia was proof of the acceleration of changes taking place in the land cultivation system, which was often accompanied by a gradual increase in the use of mineral fertilizers. Import of fertilizers to the Czech Republic increased. At the end of 1900, the volume of Czech imports was over 30,000. t and it was four times higher than in 1885. Thus, the growth rate was lower than in the case of Galicia and Bukovina.

Throughout the analyzed period, mutual exchange of food and drink products between Galicia and Bukovina and Germany showed an advantage on the side of imports. Galicia purchased more goods there than they provided there. Food imports mainly concerned two articles: fish and rice. Herring and fish of inferior species were the largest import group, which was associated with high demand for fish during fasting. Their imports from Germany during the analyzed period ranged from 3.3 thousand tonnes in 1885 to over 6.5 thousand t in 1893. A large share in the struc-

ture of Galician food imports was rice, the largest of which was imported in the early 1990s, about 4 thousand. t annually. After this period, a downward trend in the import of this product was observed, and its import in the years 1898-1900 did not exceed one thousand tonnes annually.

From other goods imported in larger quantities from Germany to Austrian countries, construction materials such as stone for the Czech Republic deserve attention, whose import volume at the end of 1900 amounted to over 86 thousand. t and was three times higher than in 1885; then gravel and soil, which was imported in considerable quantities, about 70,000 t in 1900.

Also, during the discussed period, despite the high competition of the waterway through Trieste, supplies from Germany to the Czech Republic of cotton from 21 to over 40,000 tonnes annually were increased, more than twice.

DIRECTIONS OF EXPORT OF GOODS FROM GALICIA AND BUKOVINA TO GERMANY

Finally, the issue of delineating the main directions of transport routes connecting Galicia and Bukovina with particular trade districts of Germany remains to be considered. In order not to significantly increase the volume of this work, our findings regarding the scope of Galician exports will be limited only to the main export goods, ie grain, and seeds, as well as wood and wood industry products [Piłat T. 1887: 16; idem 1895: 42; idem 1901: 18 (Tabl. III)].

Galicia and Bukovina, as a typically agricultural region, was the supplier of primarily agricultural and wood products throughout this period. From the German countries, it maintained the widest trade relations with the Opole regency, Saxony, the Wrocław-Legnica regency, Wrocław, Bavaria and the referential districts of Merseburg and Erfurt. From these regions, the first recipient of Galician grain was Saxony, which in 1885-1890 bought over half of its entire exports from Galicia and Bukovina to Germany. Wheat was the largest exported there in 1885. 36 250 t and in 1890. 23 479 tons. In the following years, the share of Saxony in the purchase of grain in Galicia and Bukovina decreased and constituted from 12-20 percent. all exports to Germany. After 1890, the most grains from Galicia and Bukovina were exported to the Opole regency (22-63%), as well as to Bavaria, mainly wheat and barley, and small amounts to Wrocław

and the Regensburg-Legnica region. From Galicia and Bukovina, 114 thousand were delivered to the Opole regency in the years 1891-1898. t of corn seeds and legumes and over 50,000 for Saxony t. The larger recipients of this commodity at the same time still had ports of eastern and western Prussia (44 366 t), Wrocław-Legnica regency (37,487 t), as well as Wrocław and the Regensburg of Merseburg and Erfurt.

From the Galicia and Bukovina exported goods, the main place was occupied by wood, the major part of which was directed to the Galicia Silesia and primarily to the Opole regency, where exports in all assortments increased from 34 694 tonnes in 1885 to 465 114 tonnes in 1898. , that is over 13 times. In addition, recipients of usable and hand-made wood were, apart from Silesia and Saxony, also the regions of Merseburg and Erfurt, the provinces of Hanover and Westphalia.

In conclusion, it should be stated that the relaxation of customs policy observed among the partitioning powers from the second half of the 19th century contributed to the development of foreign trade. The Germans, along with the Austro-Hungarian monarchy, became one of the most important partners in Galicia and Bukovina in trade. Trade turnover in rail transport between Galicia and Bukovina and Germany increased over the discussed period more than four times. Trade exchange between Germany and other Austrian countries also increased. In the structure of exported goods from Galicia and Bukovina to Germany, timber and timber industry products, agricultural products, construction materials, and agricultural industry products were the most numerous. Hard coal, iron, and machinery were imported from Germany. From other goods imported from Germany to Galicia and Bukovina, construction materials, mainly cement and mineral fertilizers, deserve attention. Galicia and Bukovina had a positive balance in the total trade with Germany over most of the period. More goods were exported to Germany than imported.

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