

of the interior market and the support of the state which has imposed high custom duties on imported agricultural products. As to the level of crop of 1 ha, Western Germany, in comparison with other highly industrialized European countries, occupies one of the last places.

The fact of increase of debts, specially short-term and medium-term ones, is a good evidence of these difficulties of Western Germany agriculture.

Investigating the reasons of this situation in Federal Germany the Author indicates the growing tendency of abandoning farms for industry jobs which are likely to secure higher wages. This phenomenon is caused also by a great number of small farms which do not guarantee a proper income and thus force the farmers to seek extra work. This fact is a characteristic feature of all highly industrialized capitalist countries and it results from the preponderance of industry over agriculture dependent on natural conditions of production. This preponderance is marked particularly in the efficiency of labour and in the difficulties in overcoming the obstacles to adapt the supply and the demand in agricultural products. The Author informs that at present various attempts are made to improve the conditions of agriculture in Western Germany.

STANISŁAW SCHWANN

#### THE ROLE OF THE BUDGET IN PRUSSIAN RAILWAY POLICY OF NINETEENTH CENTURY

The Author presents in his work the attitude of Prussian state to the development of railways from their very beginnings to the moment of overtaking by the state and the influence exercised through the budget.

The earliest period — from the establishment of the first railway lines up to 1842 — is distinguished by giving concessions (though with great difficulties) to private enterprises in industrialized western Prussia and rendering almost impossible the building of railway lines in the eastern part, in order to maintain cheap labour in Junkers' estates.

The Act of 1838 established the conditions of gaining concessions for private railway lines but, at the same time, it settled the terms of compulsory sale of private lines to the state.

In the second period — from 1842 to 1857 — the state tends to take possession of the private railways while they claim the financial help of the state. From the 40-ies Prussia had started giving private railway societies guarantees of their invested money profits and later even granted loans. At the same time a special fund is risen (enlarged by a railway tax passed in 1853) for buying private railways and state lines are being built in eastern parts of Prussia.

In 1856 already about 30% of all railway investments were met by the state budget funds.

In the third period — from 1857 to 1870 — the growth of economic importance of the bourgeoisie compels the state to quit buying private railroads and even to abandon for a certain time building state railroads, supporting with budget finances the private enterprises instead.



In the fourth period — from 1870 to 1879 — the state takes possession of private railway lines in Prussia. The Author tries to find out the real causes of this change of policy and to present the financial results of this step for the budget. In depicting these problems the Author has made use of little known works of Engels and his methods of computing the financial charges of the Prussian budget.

This has enabled him to prove how at the expense of the budget the state has paid enormous sums for private railway lines.

The Author concludes that the Prussian government had been desiring the support of bourgeoisie and therefore the exorbitant prices paid for private railway lines were the cost of this support.

The budget allowed to employ gains derived from railway lines in Western Prussia to cover losses of those in Eastern parts.

EDWARD SERWAŃSKI

#### CULTURAL LIFE AS FACTOR OF THE UNIFICATION OF GERMANY

The Author states that the process of democratization of the German nation — determined in Potsdam Agreement — follows quite different courses in both parts of Germany. In German Democratic Republic everything that was not progressive has been eliminated, while in Federal Germany various cultural trends are still struggling. This fact as well as the political differences have a great influence on the cooperation of both Republics.

During the last twelve years, however, Germans have had numerous achievements in the field of cultural unity. In this cooperation we can observe two different trends — one represented by scientific, literary and artistic centres which at congresses of both countries advertised the idea of unity of entire Germany and its culture, and the second one expressed in every day joint efforts of the most important cultural institutions.

As to the first trend — it should be noted that the above centres have organized a number of conferences, meetings, gatherings at which the principles of political and cultural unity of Germany have been formulated. These encounters have played a considerable role particularly from the emotional standpoint, they have not, however, accomplished the task which was their purpose.

In the past eleven years the other trend was also having its achievements. This work was being done in every day life by the protestant church, literature, music, artists, theatres, movies, and also youth.

The Author gives the main features of the achievements in cultural cooperation and states that in spite of the results being still irrelevant they may bring great profit in the future.

The every day cooperation of these cultural institutions is the only factor representing the traditional German cultural unity. Considering the particular conditions of the German nation this cooperation has a very great importance, especially as both the political and economic links are rather weak, thus the achievements in the cultural field gain a considerable meaning.