

Góra and Koszalin. The intensity of farming in the Opole voivodeship equals that of the Poznań voivodeship.

From 1951 to 1958, a considerable increase in numbers of livestock occurred, ranging from 44% in the Szczecin voivodeship to 17% in that of Zielona Góra. It exceeded the growth of corresponding figures for the voivodeships of Poznań and Bydgoszcz. The number of livestock most closely approaches the pre-war figure in the Opole voivodeship.

In all districts we can observe the fall of the share of cattle in the total figure of livestock with a simultaneous growth of pigs and sheep. The number of horses decreased in four northern voivodeships.

In all the voivodeships of the Western Territories we observe the growth of the area under corn and vegetables with a simultaneous fall of the cultivation of roots and tubers. A reverse tendency occurs in the Poznań voivodeship.

With the proceeding stabilization the farming in the Western Territories is also gradually progressing. Neither in intensity nor in directions of production does it differ from the development lines of the neighbouring voivodeships of Poland. This is an honourable evidence for the Polish farmers who, in a relatively short time, succeeded in rehabilitating the agriculture in the Western Territories and are steadily making further progress.

PRZEMYSŁAW MAŁEK

THE ROLE OF THE Odra IN GERMANY'S ECONOMIC LIFE, FROM 1910 TO 1939

The III Reich had four water systems, i. e. that of the Rhine — Main, of the Weser, of the Odra and the Elbe (upon the Anschluss the Danube waterway joined them). Of these rivers the Odra had the less important role and its share in the total transport ranged from 6%, in 1921, to 9.3%, in 1927. For this purpose it was necessary to employ 3274 barges, what amounted to 18% of the total Germany's floating craft. The Odra was composed of three segments playing each a different role. The upper part, up to the mouth of the Wilhelm Canal, formed a part of the water route Silesia-Berlin. This segment was under special care. The lower Odra, from Hohensaten to Szczecin, was employed mainly for transport from Berlin to Szczecin and return. The third segment, between the mouth of the canal the Odra — the Spree and the canal the Odra — the Havel was the less important. It was used only for direct transports from Silesia to Szczecin and for such which did not play a great role. As illustrated by Table I, demonstrating the transports and their various groups, the waterway from Silesia to Berlin enjoyed the greatest significance, next followed the route Berlin-Szczecin and the last was Silesia-Szczecin. This route, being the last as concerns the traffic in navigation, is of special meaning since it covers the whole course of the river and links Silesia with foreign markets, supplying them with raw materials of Silesian origin. On the other hand, that is how Silesia also received the articles required by this region. This route enjoyed, also, the best ballance as to the cargo transported both ways. The significance of this was underestimated by German economic leaders. Several moves, of economic and political character, hindered the develop-

ment of trading between Silesia and Szczecin. Even in case of overseas business the Germans used to direct Silesian exports along the Odra and the canals, next along the Elbe and through the Hamburg harbour.

Several tables demonstrate the size of transports in various routes and allow for an analysis of different groups of cargo. According to these data Berlin was supplied by the waterway from Silesia in under 10% of all water transports. It was only in Nazi times that the special policy for the development of the eastern regions raised the share of Silesia to 20%, in 1933, and to 17%, in 1937. Coal was supplied from the Ruhr basin by sea and through Szczecin and there were special fares giving privileges to this coal and that from England, transported by sea. Hence the opportunities of the waterway Silesia — Szczecin were not employed in full. Besides coal, the main products arriving to Szczecin on this way were of agricultural origin what is extremely strange for this line. The articles from Szczecin to Silesia presented a more regular picture. Raw materials necessary for the Silesian industries take the first rank.

The analysis, based on numerous data, points to the fact that the Odra should be chiefly exploited on the line Silesia — Szczecin where the transport offers the greatest efficiency and best economic solutions.

JÓZEF MUSZYŃSKI

THE POLISH-CZECHOSLOVAK CO-OPERATION IN THE LIGHT OF INTERNATIONAL AGREEMENTS

Upon the end of the Second World War a considerable revival in the Polish-Czechoslovak relations occurred. This resulted from social and economic changes brought about in both countries by the introduction of the socialist regime. The international political situation, and particularly the revival of German militarism, are also conducive to the approach between Poland and Czechoslovakia. Trade and cultural intercourse cannot be overlooked either, as factors which influence the co-operation between the two partners. All these facts are evidenced by a large number of treaties concluded in the post-war period.

The legal bases of the Polish-Czechoslovak alliance are: the 1947 Agreement on Friendship and Mutual Assistance between Poland and Czechoslovakia and the 1955 Warsaw Treaty. Both regulate the problems of mutual assistance in case of aggression directed against any party to the agreement and emphasize the endeavours of both countries to remove the danger of war.

Besides the above mentioned, both countries concluded several special agreements regulating their co-operation in various fields of economic and cultural activities, the border issues have been settled as well. The protection against West Germany's revisionist policy is a special feature in the Polish-Czech relations, since both these countries are steadily advocating the removal of all possibilities which could lead to another war conflict. Both countries share the opinion that the inviolability of the Odra-Nyssa frontier and the solution of the German problem, according to the Soviet propositions, essential for the world peace. The plan of a nuclear-weapons-banned zone in middle Europe receives, also, full support of both countries.