

which Poland could not be blamed. The new port had acquired by 1938 a virtual monopoly of cotton, wool, jute, hides, rice and fruit imports. Even herring imports had risen considerably at Gdynia despite Danzig's superior facilities. The coffee imports were twice, and the cocoa and tea imports were more than twice, those passing through Danzig. The import figures for mixed cargoes (*i.e.*, the more valuable piece-goods) reveal the seriousness of the situation. The proportion of these imports to Danzig's total imports fell from 50.4 per cent. in 1932 to 21.2 per cent. in 1938. In the same period Gdynia's imports of mixed cargo rose from 31.3 per cent. to 47.7 per cent. of her total imports. The increase at Danzig in bulk traffic was an unwelcome exchange. In 1938 nearly 70 per cent. of its total imports consisted of transit bulk goods, *i.e.*, iron ore and pyrites. In contrast with the lost mixed cargoes, these bulk goods provided none of the finishing trades from which the Danzig merchant was accustomed to benefit. Even unemployment was not relieved owing to the elaborate mechanical facilities for loading and unloading now installed. It must be remembered, however, that the increase of imported bulk goods was, in the inter-war period, a general feature of the trade of the Baltic ports as a whole.

52. Similar complaints were made about the export trade. The more valuable exports such as butter, eggs and bacon showed a tendency to concentrate at Gdynia, owing to the greater capacity of its cold-storage installations. The export trade in grain, which had been for centuries one of Danzig's main concerns, also appeared to be shifting to the rival port. Owing to the restrictions on the export of rye and fodder, Danzig's export fell from 626,000 tons in 1936 to 173,000 tons in 1937, but Gdynia's export, restrictions notwithstanding, rose sevenfold. As for the bulk exports, they loomed large in Danzig's list of grievances. It was maintained, for instance, that Danzig got nothing from the heavy coal exports but the dust, as the coal producers made their own arrangements with the shippers and cut out the middleman. This grievance arose, it will be observed, from changes in industrial practice which were world-wide and for which the blame could not fairly be attributed to the Polish Government.

*Danzig's Economic Situation before the War.*

53. By 1938 it is evident that Danzig, as a port, had considerable cause for complaint, but on the whole it was remarkably prosperous. In spite of its decline, its turnover in 1937 was 5.9 million tons, while that of Königsberg, its nearest German rival, was 3.6 million tons. As to the number of ships cleared, Danzig's 5,935 compared favourably with Königsberg's 3,397. This was the more noteworthy since Königsberg was being heavily subsidised by the Nazi Government. Danzig's old rival, Stettin, only succeeded in surpassing the Free City's level of trade in 1935, at a time when its traffic had been abnormally increased as the result of Nazi policy and the needs of German rearmament. In the boom years 1928 and 1929 the trade of Stettin had amounted to little more than half that of Danzig, and Stettin, it should be remembered, had three times as much trade as Danzig in 1913. Indeed, Danzig's own position as a port seems to have been still favourable compared with the pre-war years, although controversialists often maintained that it was worse. The turnover was nearly three times as great in 1938 as in 1913. The chief exports in 1913 had been corn, sugar and wood. In 1935, apart from over 2 million tons of coal and other miscellaneous goods, the corn export was more than twice as large as in 1913 (in years of good harvests it was far greater), and the wood export had more than trebled. As Poland had hardly any sugar surplus, and political conditions in Russia had put an end to the export of Russian sugar which made up the bulk of Danzig's sugar export in pre-war years, sugar no longer played an important part in the export trade. Its loss (442,000 tons in 1912 and 226,000 tons in 1913), however, appears to have been amply compensated for. As to imports, iron, pyrites, coal and cement had formed the bulk of Danzig's imports in 1913; in 1935 these were counterbalanced by increased iron imports. The valuable herring imports (47,000 tons in 1913), though they had risen to 107,000 tons in 1929, were down to 38,000 tons in 1935. The activity in the harbour was impressive. In 1938, 6,601 ships were cleared with a total tonnage of 4.7 million tons—a striking contrast to the 2,855 ships cleared with a total tonnage of 937,000 in 1913. The balance of trade, however, was certainly more active in 1935, with the result that many ships arrived in ballast, and there was consequently a general increase in freight charges. Poland's large coal exports meant that the relation by weight of total exports to imports was in the ratio of nearly 6 to 1 in 1937, and had been even more disproportionate in earlier years.