

ECONOMIC INTERRELATION OF THE OCCUPIED TERRITORIES ON THE RHINE AND RUHR WITH HOME AND FOREIGN PARTS

The great importance of the occupied territories on the Rhine and Ruhr, both for the totality of Germany's trade and industry as well as for that of Europe and the World, rests on the one hand on the high state of industrial development attained in those territories, and is on the other due to their geographical position so favourable to traffic. The valley of the Rhine is, as it has been from ancient times the road of Continental traffic connecting southern with northern Europe. This important connection between North and South is cut at numerous points, e. g. at Karlsruhe, Mannheim, Mayence, Cologne, and Dusseldorf, by main lines of European traffic running between West and East, so that a series of important junctions for Continental traffic have come into being in the territory of the Rhine and Ruhr.

I. GENERAL GOODS TRAFFIC.

A general survey of the mighty volume of the goods traffic of the occupied territories and their share in the entire goods traffic of the German Empire is obtainable from a summary of the quantities of goods conveyed by the railways and inland waterways during the years 1913 and 1920.

The territory now the scene of the occupation and irruption on the Rhine, Saar and Ruhr participates in about half of the entire railway goods traffic of Germany and some three-fifths to three quarters of the inland traffic of the German waterways.

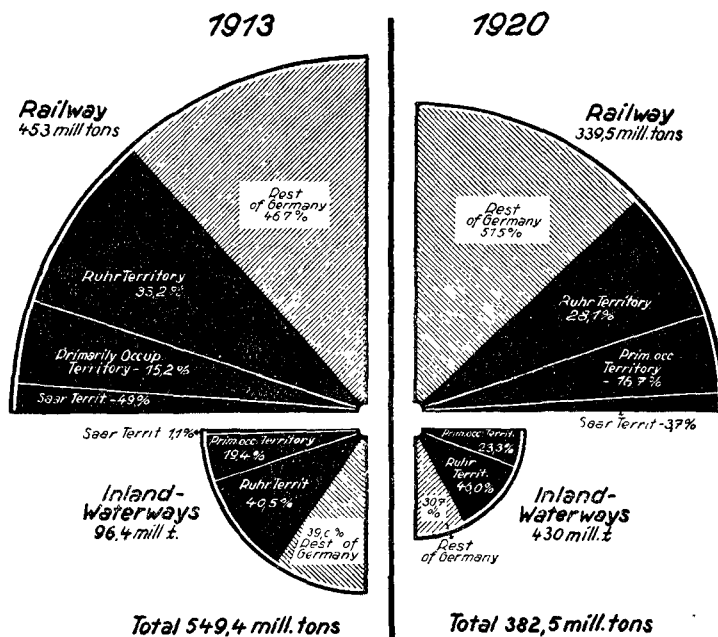
The year 1920 shows, when compared with the last year before the War, a not inconsiderable falling off in the occupied territories as well as in the rest of the Reich, corresponding with the general falling off in the production and exchange of goods. The total volume of goods conveyed throughout the entire Reich decreased from 549 to 383, or almost by (30.4 per cent). off was greatest

Goods traffic by Rail and Water in the Occupied Territories, 1913 and 1920.

| Mode of Conveyance | | Saar Territory | Other primarily occupied Territory | Total of primarily occupied Territory | Ruhr Territory (1) | Territory (1) of occupation and irruption together | German Empire present extent |
|-----------------------------------|------|----------------|------------------------------------|---------------------------------------|--------------------|--|------------------------------|
| (a) in millions of tons | | | | | | | |
| Rail | 1913 | 22.5 | 68.7 | 91.2 | 150.2 | 241.4 | 453.0 |
| | 1920 | 12.6 | 56.6 | 69.2 | 95.5 | 164.7 | 339.5 |
| Water | 1913 | 1.1 | 18.7 | 19.8 | 39.0 | 58.8 | 96.4 |
| | 1920 | . | 10.0 | 10.0 | 19.8 | 29.8 | 43.0 |
| Total traffic | 1913 | 23.6 | 87.4 | 110.0 | 189.2 | 300.2 | 549.4 |
| | 1920 | 12.6 | 66.6 | 79.2 | 115.3 | 194.5 | 382.5 |
| (b) pc. of sum total of the Reich | | | | | | | |
| Rail | 1913 | 4.9 | 15.2 | 20.1 | 33.2 | 53.3 | 100 |
| | 1920 | 3.7 | 16.7 | 20.4 | 28.1 | 48.5 | 100 |
| Water | 1913 | 1.1 | 19.4 | 20.5 | 40.5 | 61.0 | 100 |
| | 1920 | . | 23.3 | 23.3 | 46.0 | 69.3 | 100 |
| Total traffic | 1913 | 4.3 | 15.9 | 20.2 | 34.4 | 54.6 | 100 |
| | 1920 | 3.3 | 17.4 | 20.7 | 30.1 | 50.8 | 100 |

(1) Including the cities of Elberfeld-Barmen, Remscheid and Solingen, excluding the most recently occupied territories of Offen- burg, Karlsruhe, Mannheim, Darmstadt, Wesel-Emmerich, Caub, Lorch, Königswinter, etc.

SHARE OF THE OCCUPIED TERRITORIES IN THE GOODS-TRAFFIC OF THE GERMAN REICH



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in the Saar territory, where in consequence of the violent dislocation in economic life inaugurated by the Treaty of Versailles the traffic in goods decreased almost by one-half (from 23·6 to 12·6 million tons, i. e., by 46·6 per cent).

In the rest of the primarily occupied territory the volume of goods conveyed by rail and water decreased from 87·4 to 66·6 million tons, i. e., by 23·8 per cent, and in the Ruhr territory from 189·2 to 115·3 million tons, i. e., by 39·1 per cent. In spite of this heavy decrease in the traffic figures, the Ruhr territory with a goods traffic of 115 million tons according to the results of the year 1920 can show an intensity of traffic and achievements in the conveyance of traffic unknown to any other economic centre of like area in Europe or anywhere else in the World. Its share in the total traffic of Germany is of vital importance both at the earlier and the later date. *Roughly about one-third of the goods conveyed on the German railways and waterways touch the Ruhr territory either on arrival or departure.* Including primarily occupied territories, the whole territory of occupation and irruption participates in more than one-half (1913: 54·6, 1920: 50·8 per cent) of the goods traffic of Germany.

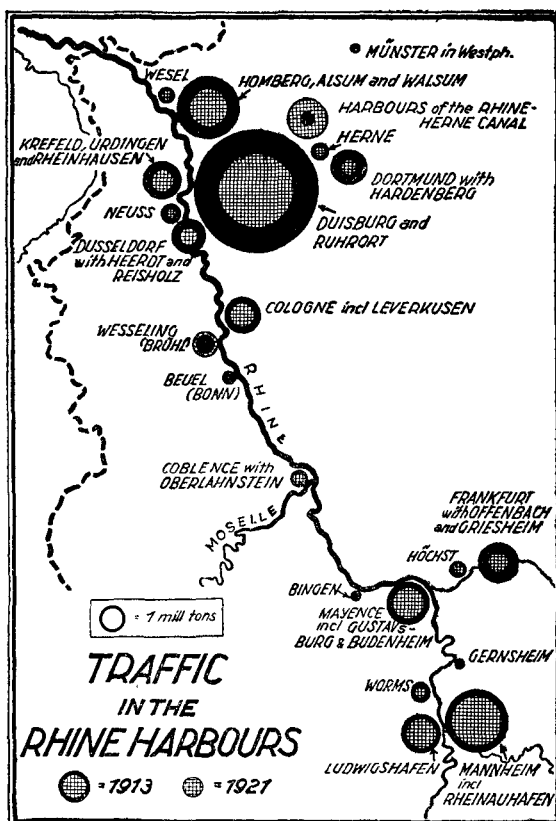
This achievement seems all the mightier since the whole territory of occupation and irruption only comprises the fifteenth part of the territory of the Reich and the tenth part of the German railways, and in particular the Ruhr territory does not make up the hundredth part of the territory of the Reich and roughly only about the fortieth part of the German railroad system.

The equipment of the territories of occupation and irruption in the matter of *railroads* may be gathered from the following survey of the full-gauge railways of the Reich in 1922:—

| | | |
|--|---------------------|--------------------------------|
| Saar Territory | 440 km. = 0·8pc. | } of sum total of the Reich |
| Other primarily occupied Territories | 4,200 km. = 7·9 „ | |
| Ruhr Territory (Railway Administration District of Essen) | 1,255 km. = 2·4 „ | |
| together | 5,895 km. = 11·1pc. | |
| German Empire | 53,326 km. = 100 „ | of the Reich |

Internal navigation is of particular importance for the goods traffic of the territories of occupation and irruption, which is subserved by the most efficient of the large tonnage German waterways, namely, the Rhine, as well as by the lower Main and lower Moselle and furthermore in the Ruhr territory by the Rhine-Herne Canal, finished in 1914, and the Dortmund-Ems Canal.

The importance which must be attached to the *Rhine navigation* for the territory of occupation and irruption and therewith also for the entire economic life of Germany is clear from the fact that of the entire volume of goods forwarded by the German waterways in the year 1913, which figures at 21·5 milliards of ton-kilometers, the Rhine participated to the extent of 10·7 milliards of ton-kilometers, that is, to the extent of about one-half of the entire inland waterway traffic. Of the aggregate total forwarded by the German railroad waterways combined, which amounted in 1913 to 84·5 milliards



Goods Traffic of the More Important Harbours of Western Germany.

| Harbours | 1913 | 1919 | 1920 | 1921 |
|--|--------|-------|--------|--------|
| in thousands of tons | | | | |
| 1. Dortmund-Ems and Rhine-Herne Canals: | | | | |
| Emden | 2,868 | 902 | 1,159 | 1,553 |
| Münster in Westphalia | 213 | 132 | 175 | 220 |
| Hamm (Lippe-Canal) | — | 173 | 267 | 272 |
| Herne (incl. harbour of the Friedrich der Große Works) | 624 | 259 | 363 | 323 |
| Dortmund (with Hardenberg) | 2,104 | 505 | 507 | 742 |
| Harbours of the Rhine-Herne Canal | | | | |
| Wesel | 375 | 3,106 | 3,184 | 3,010 |
| 2. Rhine: | | | | |
| Wesel | 500 | 182 | 174 | 334 |
| Homberg, Alsum, Walsum | 7,859 | 1,598 | 2,812 | 3,372 |
| Duisburg and Ruhrort | 28,913 | 6,474 | 10,913 | 10,866 |
| Crefeld, Uerdingen, Rheinh. | 2,692 | 674 | 746 | 1,210 |
| Düsseldorf (with Heerdt and Reisholz) | 2,122 | 740 | 804 | 617 |
| Neuß | 815 | 510 | 705 | 305 |
| Cologne (incl. Leverkusen) | 2,433 | 1,052 | 1,500 | 1,156 |
| Wesseling | 699 | 1,220 | 1,541 | 1,542 |
| Beuel (Bonn) | 361 | 79 | 172 | 185 |
| Coblenz (w. Oberlahnstein) | 573 | 574 | 530 | 383 |
| Bingen | 151 | 168 | 192 | 128 |
| Mayence, Gustavsburg, and Budenheim | 3,275 | 2,166 | 2,095 | 1,849 |
| Gernsheim | 150 | 151 | 136 | 76 |
| Worms | 539 | 294 | 358 | 308 |
| Ludwigshafen | 2,873 | 1,454 | 2,156 | 1,978 |
| Mannheim (w. Rheinauhafen) | 7,397 | 4,804 | 6,614 | 5,004 |
| Karlsruhe | 1,478 | 959 | 920 | 316 |
| Kehl | 510 | 282 | 346 | 124 |
| Strasbourg | 2,727 | — | — | — |
| 3. Main. | | | | |
| Höchst | 478 | 207 | 281 | 297 |
| Frankfort (with Offenbach and Griesheim) | 2,865 | 1,515 | 1,512 | 937 |

of ton-kilometers, the share taken by the Rhine was a full eighth. The intensity of the traffic on the Rhine was measured in the year 1913 by 15.4 million tons per kilometer, and on the other German waterways by 0.8 million (i. e., 800,000) tons per kilometer.

During the War and immediately after the inland waterway traffic decreased very much, owing to the cutting off of the overseas traffic by the blockade at sea. It was not before 1920 that a revival took place.

During the year 1921 the Rhine shipping traffic suffered from a number of untoward circumstances, chief among which were the unfavourable water-level caused by a dry summer, the railway tariff policy which within certain limits set up a competition against the mixed rail and water goods traffic to southern Germany by an elaborate system of graduated freight-charges, and not least of all the Entente of "sanctions" policy and in particular the customs barrier set up for a lengthy period along the Rhine. Owing to that, the shipping traffic of the year 1921 shows a considerable falling off in very many of the harbours as compared with the year 1920.

The particulars so far to hand show that a great recovery took place in the Rhine shipping trade during the year 1922; but this has been abruptly broken off by the irruption into the Ruhr territory. The effects of this irruption have been felt all the more severely by the shipping of the west German waterways, as the occupation has now been extended with few exceptions to all the important harbours, and as, above all, the greatest inland harbour in Germany or Europe, namely, the harbour of Duisburg-Ruhrort, which is of continental importance as a great junction of European trade and traffic, has been well-nigh completely crippled. And now in the meantime the last free harbours on the Rhine have been occupied by France, among them

Mannheim, the second largest of the inland harbours of Germany which is of special importance as the transshipment harbour for South Germany.

II. FLOW OF THE GOODS TRAFFIC IN THE OCCUPIED TERRITORIES.

The damaging effects which threaten to arise from the endeavour now being made to rend violently asunder the normal economic relations of the occupied territories with domestic and foreign parts can only be judged in their entire extent by a summary knowledge of the chief channels for the flow of the enormous traffic in bulk of the occupied territories.

1. Of the entire external trade of the *Saar Territory* (local traffic excepted) there was conveyed (in percentages) of the traffic with:

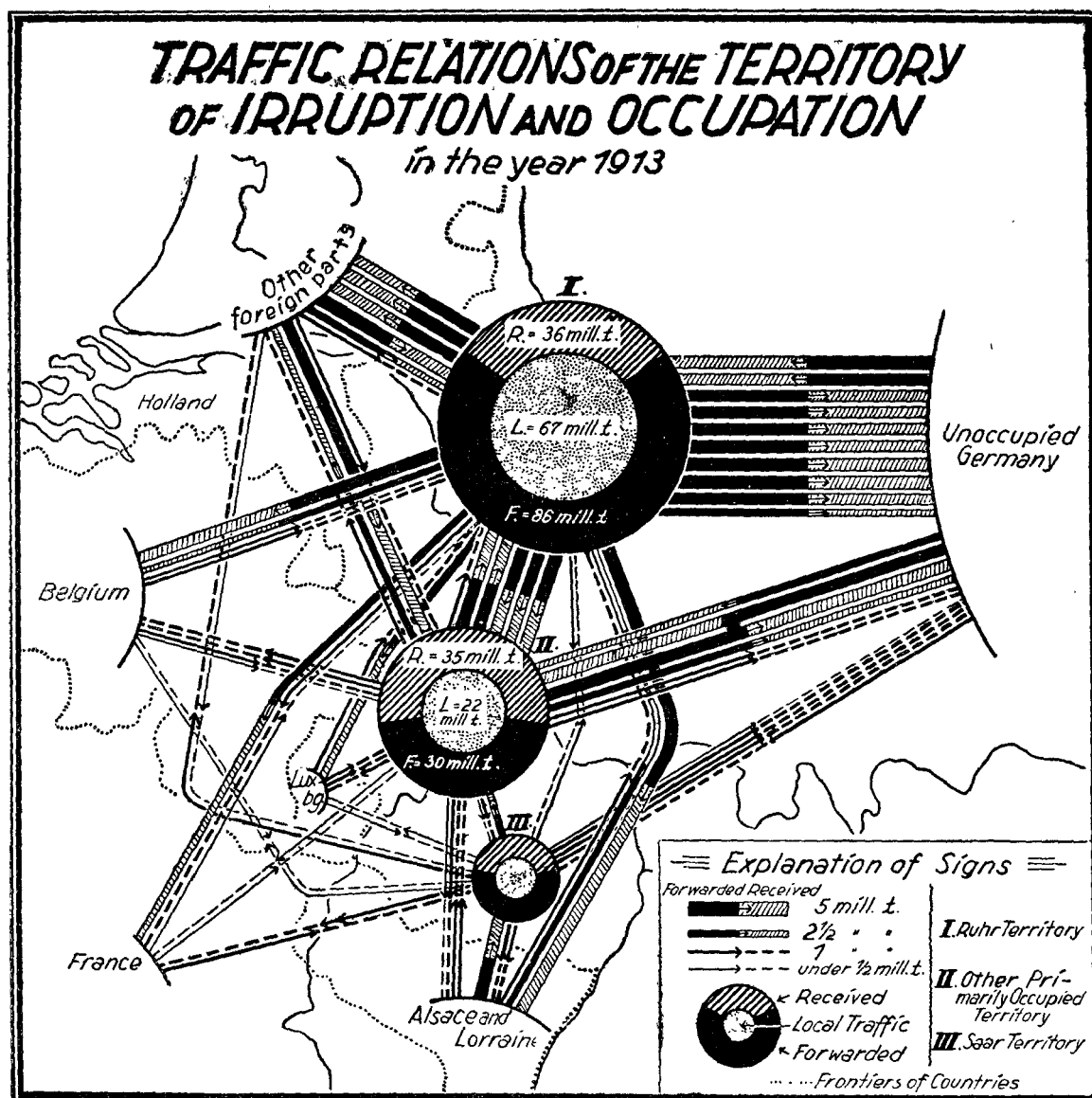
| | in 1913 | | | in 1920 | | |
|--|----------------|---------------|---------------|----------------|---------------|---------------|
| | Forward- ed | Recei- ved | To- gether | Forward- ed | Recei- ved | To- gether |
| the Rest of the prima- rily occupied Terri- tories | pc. 23.6 | pc. 17.4 | pc. 20.8 | pc. 11.6 | pc. 24.1 | pc. 16.4 |
| the Ruhr Territory | 0.6 | 4.6 | 2.4 | 1.5 | 20.4 | 8.7 |
| Unoccupied Germany | 33.7 | 6.5 | 21.8 | 6.5 | 14.6 | 9.7 |
| Alsace and Lorraine | 17.7 | 60.5 | 36.5 | 14.2 | 34.2 | 21.8 |
| France | 9.1 | 7.2 | 8.2 | 56.2 | 2.4 | 35.6 |
| Other Foreign Parts | 15.3 | 3.8 | 10.3 | 10.0 | 4.3 | 7.8 |

Thus of the total amount of goods forwarded and received by the territory of the Saar in the year 1913, a percentage of $23.2 + 21.8 + 36.5 = 81.5$ pc. embraced the traffic with the Reich within its former borders, and 45 per cent the traffic with the Reich in its present extent. The traffic with Alsace and Lorraine, the consignments consisting chiefly of Saar coal and the receipts of Lorraine ores, formed 36.5 per cent of the total traffic of the Saar in 1913, and the traffic with pre-War France was only 8.2 per cent of the total. Of the Saar traffic in 1913 there fell to France and Alsace and Lorraine 44.79 per cent. On account of the violent dislocation of the whole

Goods Traffic* of the Occupied Territories in 1913 and 1920.

| Territories of Destination of the Goods Forwarded and Territories of Origin of the Goods Received | Saar Territory | | Other Primarily occupied Territory | | Ruhr Territory | | Total Territory of Occupation and Irruption | | Saar Territory | | Other Primarily occupied Territory | | Ruhr Territory | | Total Territory of Occupation and Irruption | |
|--|-------------------|-------|---|--------|-------------------|--------|--|--------|-------------------|--------|---|--------|-------------------|--------|--|--------|
| | Ford. | Reed. | Ford. | Reed. | Ford. | Reed. | Ford. | Reed. | Ford. | Reed. | Ford. | Reed. | Ford. | Reed. | Ford. | Reed. |
| (a) 1913; in thousands of tons | | | | | | | | | | | | | | | | |
| Total(1) | 10,360 | 8,117 | 29,944 | 35,126 | 85,967 | 36,367 | 95,811 | 49,150 | 4,564 | 2,830 | 19,942 | 25,726 | 56,306 | 23,232 | 59,498 | 30,474 |
| of which in traffic with: | | | | | | | | | | | | | | | | |
| Saar Territory | 5,100 | | 1,410 | 2,441 | 373 | 66 | 1,783 | 2,507 | 5,161 | | 681 | 529 | 577 | 69 | 1,258 | 598 |
| Other Primarily occupied Territory | 2,441 | 1,410 | 22,376 | 14,914 | 11,256 | 17,355 | 12,666 | 529 | 681 | 20,934 | 13,292 | 6,166 | 13,821 | 6,847 | 6,335 | 13,869 |
| Ruhr Territory | 66 | 373 | 11,256 | 14,914 | 66,852 | 11,322 | 15,287 | 69 | 577 | 6,166 | 13,292 | 35,812 | 83,221(2) | 23,401 | 1,147 | 1,589 |
| | | | | | | | 124,788(2) | | | | | | | | | |
| Unoccupied Germany | 3,489 | 531 | 9,416 | 7,431 | 37,649 | 10,071 | 50,554 | 17,963 | 299 | 414 | 7,705 | 9,021 | 33,143 | 13,966 | 41,147 | 23,401 |
| Alsace and Lorraine | 1,839 | 4,907 | 1,376 | 1,637 | 4,583 | 3,364 | 7,795 | 9,908 | 646 | 968 | 232 | 192 | 269 | 379 | 1,147 | 1,589 |
| Foreign parts (excl. Alsace- and Lorraine) | 2,525 | 896 | 6,486 | 8,703 | 28,451 | 11,680 | 37,462 | 21,279 | 3,021 | 190 | 5,158 | 2,692 | 9,025 | 2,652 | 17,204 | 5,534 |
| of which: | | | | | | | | | | | | | | | | |
| France | 938 | 581 | 293 | 119 | 3,331 | 377 | 4,562 | 1,077 | 2,566 | 67 | 1,366 | 67 | 1,655 | 143 | 5,587 | 277 |
| Belgium | 309 | 45 | 1,586 | 1,373 | 7,852 | 1,511 | 9,747 | 2,929 | 41 | 6 | 541 | 678 | 2,540 | 339 | 3,122 | 1,023 |
| Luxemburg | 109 | 250 | 815 | 1,511 | 2,300 | 1,005 | 3,224 | 2,766 | 127 | 110 | 497 | 380 | 37 | 401 | 661 | 891 |
| Switzerland | 815 | 3 | 505 | 31 | 523 | 12 | 1,813 | 46 | 242 | 1 | 389 | 44 | 158 | 18 | 789 | 63 |
| Italy | 273 | 2 | 72 | 20 | 290 | 6 | 635 | 28 | 1 | — | 201 | 2 | — | — | 202 | 2 |
| Netherlands | 25 | 6 | 2,892 | 5,514 | 13,426 | 8,710 | 16,343 | 14,230 | 15 | 1 | 2,002 | 1,416 | 4,441 | 1,485 | 6,458 | 2,902 |
| Other | 56 | 9 | 323 | 135 | 729 | 59 | 1,108 | 203 | 29 | 5 | 162 | 105 | 194 | 266 | 385 | 376 |
| (b) 1920; in thousands of tons | | | | | | | | | | | | | | | | |

* All goods, cattle excepted. — (1) The figures in italics give the local traffic within the occupied territories, which is not included in the other figures. — (2) That is, the local traffic within the three territorial groups, as well as the internal traffic exchanged among these three territorial groups.



economic system of the Saar inaugurated by the Treaty of Versailles and promoted by France by hook or by crook, the total volume of goods forwarded in the Saar territory from the year 1913 to the year 1920 decreased from 10.4 to 4.6 million tons, goods received from 8.1 to 2.8 millions, and the total external traffic from 18.5 to 7.4 millions, i. e. a decrease of 60 per cent. Since according to the calculations given above the ratio of the percentage of the rest of Germany in this greatly shrunken traffic of the Saar territory was forced down from 45 to 34.7 per cent, while on the contrary that of France (including Alsace and Lorraine) was increased from 44.7 to 57.4 per cent, this simply means that the Franco-Saar traffic (chiefly in consequence of the transports of coal forcibly diverted to France) has not decreased to the same extent as the traffic of the Saar territory with the rest of

Germany, from which by the French policy the Saar coal was abstracted. In reality, the share taken by France (including Alsace and Lorraine) in the Saar traffic showed a consignment increase from the Saar territory of 2.8 to 3.2 millions of tons, but in the receipt of goods a decrease from 5.5 millions of tons to one million, and taking the whole traffic together from 8.3 to 4.2 million tons, i. e. in round numbers by about one-half.

2. In the rest of the primarily occupied territory traffic relations with the territory of the Ruhr in particular were strongly developed (coal, coke, iron, raw chemicals), as well as with the rest of Germany on the right bank of the Rhine (iron, timber, wheat, potatoes). The foreign traffic also, and in particular that with Holland (coal and iron exports, and ore, wheat and timber imports, via the Rhine) took up a strong position. There fell to the

| Traffic with | 1913 | | | 1920 | | |
|---------------------|-----------------------|----------------------|---------------------------|-----------------------|----------------------|---------------------------|
| | Forwar- ded pc. | Recei- ved pc. | To- geth- er pc. | Forwar- ded pc. | Recei- ved pc. | To- geth- er pc. |
| Saar Territory ... | 4.7 | 6.9 | 5.9 | 3.4 | 2.0 | 2.7 |
| Ruhr Territory ... | 37.6 | 42.5 | 40.2 | 30.9 | 51.7 | 42.6 |
| Unocc. Germany | 31.4 | 21.1 | 25.9 | 38.6 | 35.1 | 36.6 |
| Alsace and Lorraine | 4.6 | 4.7 | 4.6 | 1.2 | 0.7 | 0.9 |
| Foreign Countries | 21.7 | 24.8 | 23.4 | 25.9 | 10.5 | 17.2 |
| among which: | | | | | | |
| France | 1.0 | 0.3 | 0.6 | 6.8 | 0.3 | 3.1 |
| Luxemburg ... | 2.7 | 4.3 | 3.6 | 2.5 | 1.5 | 1.9 |
| Belgium | 5.3 | 3.9 | 4.5 | 2.7 | 2.6 | 2.7 |
| Holland | 9.7 | 15.7 | 12.9 | 10.0 | 5.5 | 7.5 |

Thus of the entire volume of goods forwarded and received in the primarily occupied territory during the year 1913 72.0 per cent, and in 1920 even as much as 81.9 per cent, or more than four-fifths accrued to the traffic relations with the rest of the Reich. The share of the traffic with Germany on the right bank of the Rhine (including the Ruhr territory) increased from 66.1 to 79.2 per cent.

Taking the Saar territory and the whole of the rest of the primarily occupied territory, that is to say the whole of Germany on the left bank of the Rhine, including the bridge-heads, as an integral economic unit, the traffic of Germany on the left bank with the whole of the Germany situated on the right bank of the Rhine was in the year

| | 1913 | 1920 |
|-----------------|--------------------------|--------------------------|
| Goods forwarded | 24.23 mill. t = 66.5 pc. | 14.24 mill. t = 61.1 pc. |
| " received | 23.25 " t = 59.0 " | 23.30 " t = 85.2 " |
| Total | 47.48 mill. t = 62.6 pc. | 37.54 mill. t = 74.1 pc. |

of the total volume of goods forwarded and received across the frontier of the primarily occupied territory. On the other hand, the traffic of the Germany on the left bank of the Rhine with France including Alsace and Lorraine was in the year

| | 1913 | 1920 |
|-----------------|-------------------------|-------------------------|
| Goods forwarded | 4.45 mill. t = 12.2 pc. | 4.81 mill. t = 20.6 pc. |
| " received | 7.24 " t = 16.3 " | 1.29 " t = 4.7 " |
| Total | 11.69 " t = 14.5 pc. | 6.10 mill. t = 12.1 pc. |

Thus the traffic of the primarily occupied territory with Germany on the right bank of the Rhine in the year 1913 was more than four times and in the year 1920 even more than six times as great as its traffic with France in its present extent.

The Rhine is consequently no line of severance, but a most important highway of connection between

purely German economic territories, its banks forming a point of vantage for these on either side.

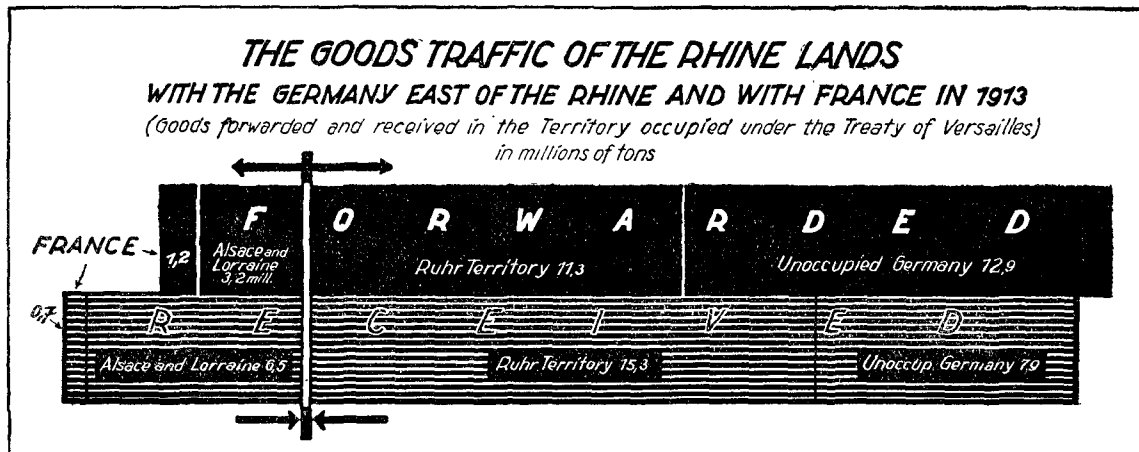
3. In the external traffic of the *Ruhr Territory* the rest of Germany according to the results of 1913, participated to the extent of about two-thirds of the goods forwarded and received, while foreign countries participated to about one-third. In the year 1920 the ratio of goods forwarded to and received by the rest of Germany was materially increased; it figures out in goods forwarded from the Ruhr territory at 83.5 per cent, and in goods received from other parts of Germany at 87.0 per cent, together 84.5 per cent. The share taken by foreign countries in the Ruhr traffic greatly decreased, chiefly in consequence of the cutting off of the seaward Rhine traffic (*) already mentioned, the goods forwarded from the Ruhr territory decreasing from 33.1 to 16.0 per cent and the goods received from 32.1 to 11.4 per cent, together from 32.8 to 14.7 per cent of the total.

As to the ratio of distribution of the Ruhr traffic among the important points of destination and origin information is to be had from the annexed table of comparison. The following was the ratio of the

| Ruhr Traffic with | 1913 | | | 1920 | | |
|--|------------------|-----------------|---------------------------|------------------|-----------------|---------------------------|
| | Forwarded pc. | Received pc. | To- geth- er pc. | Forwarded pc. | Received pc. | To- geth- er pc. |
| Saar Territory | 0.4 | 0.2 | 0.4 | 1.0 | 0.3 | 0.8 |
| Rest of primarily occu- pied Territories | 17.4 | 31.0 | 21.4 | 23.6 | 26.6 | 24.5 |
| Unoccupied Germany ... | 43.8 | 27.5 | 38.9 | 58.9 | 60.1 | 59.2 |
| Alsace and Lorraine ... | 5.3 | 9.2 | 6.5 | 0.5 | 1.6 | 0.8 |
| Foreign Countries | 33.1 | 32.1 | 32.8 | 16.0 | 11.4 | 14.7 |
| among which France ... | 3.9 | 1.0 | 3.0 | 2.9 | 0.6 | 2.3 |
| " " Luxemburg | 2.7 | 2.8 | 2.7 | 0.1 | 1.7 | 0.6 |
| " " Belgium | 9.1 | 4.2 | 7.7 | 4.5 | 1.5 | 3.6 |
| " " Holland | 15.6 | 24.0 | 18.1 | 7.9 | 6.4 | 7.5 |

According to this the traffic relations are particularly strongly developed between the territory of the Ruhr and the other primarily occupied territory, 17.4 per cent of the goods forwarded (most mineral coal and coke) flowing to the primarily occupied territory, and 31.0 per cent of the goods received (brown-coal, building material, timber, &c.) coming from the primarily occupied territory; in the year 1920 23.6 per cent of the goods forwarded and 26.6 per cent of the goods received

* On this account the transshipment business and the traffic connected therewith within the territory of the Ruhr fell off greatly.



in the Ruhr formed the ratio of the traffic with the primarily occupied territories. Unoccupied Germany was the destination in 1913 for 43·8 per cent of the goods forwarded from the Ruhr territory (chiefly coal, coke, iron) and in 1920 for 58·9 per cent. Of the goods received within the Ruhr territory during the year 1913 27·5 per cent came from unoccupied Germany, and during 1920 as much as 60·1 per cent. The traffic relations between the territory of the Ruhr and the rest of Germany to the right of the Rhine thus experienced a considerable ratio of increase, in percentage at least, after the War; for goods received there was even an absolute increase. Among the foreign territories of origin and destination Holland is an easy first. Here it is chiefly a question of goods forwarded (coal and iron) down the Rhine in part destined for Dutch consumption, by far the greater part being transhipped, however, in Dutch harbours for transport to other foreign countries and of goods received (ore, wheat &c.) which either from Holland itself, or from oversea countries by way of Dutch harbours, go up the Rhine to the Ruhr territory.

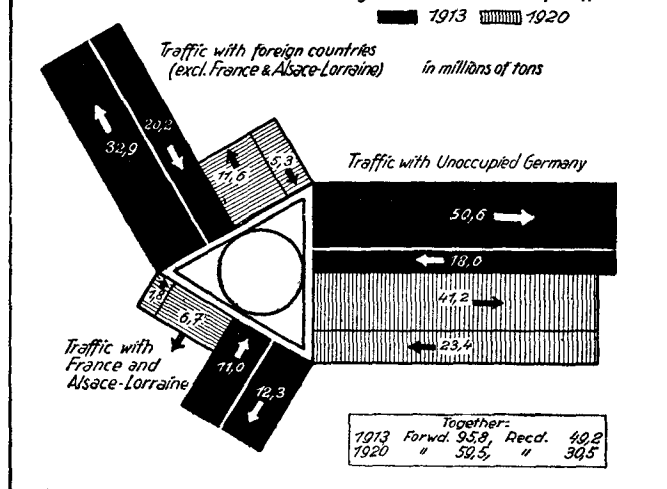
4. Taking the total of goods forwarded and received in the occupied territories on the Ruhr, Rhine and Saar all together (1), the following table shows the channels of distribution of the external traffic of this aggregate territory:

| | Forwarded | | Received | | Together | |
|------------------------|-------------------|------|-------------------|------|-------------------|------|
| | Thousands of Tons | pc. | Thousands of Tons | pc. | Thousands of Tons | pc. |
| (a) in the year 1913 | | | | | | |
| Total Goods Traffic(1) | 95,811 | 100 | 49,150 | 100 | 144,961 | 100 |
| with: | | | | | | |
| Unoccupied Germany | 50,554 | 52·8 | 17,963 | 36·5 | 68,517 | 47·3 |
| Alsace and Lorraine | 7,795 | 8·1 | 9,908 | 20·2 | 17,703 | 12·2 |
| Foreign Countries ... | 37,462 | 39·1 | 21,279 | 43·3 | 58,741 | 40·5 |
| among which | | | | | | |
| France | 4,562 | 4·8 | 1,077 | 2·2 | 5,639 | 3·9 |
| Luxemburg | 3,224 | 3·4 | 2,766 | 5·6 | 5,990 | 4·1 |
| Belgium | 9,747 | 10·2 | 2,929 | 6·0 | 12,676 | 8·8 |
| Holland... .. | 16,343 | 17·1 | 14,230 | 28·9 | 30,573 | 21·1 |
| Switzerland | 1,843 | 1·9 | 46 | 0·1 | 1,889 | 1·3 |
| (b) in the year 1920 | | | | | | |
| Total Goods Traffic(1) | 59,498 | 100 | 30,474 | 100 | 89,972 | 100 |
| with: | | | | | | |
| Unoccupied Germany | 41,147 | 69·2 | 23,401 | 76·8 | 64,548 | 71·7 |
| Alsace and Lorraine | 1,147 | 1·9 | 1,539 | 5·0 | 2,686 | 3·0 |
| Foreign Countries ... | 17,204 | 28·9 | 5,534 | 18·2 | 22,738 | 25·3 |
| among which | | | | | | |
| France | 5,587 | 9·4 | 277 | 0·9 | 7,864 | 8·7 |
| Luxemburg | 661 | 1·1 | 891 | 2·9 | 1,552 | 1·7 |
| Belgium | 3,122 | 5·2 | 1,023 | 3·4 | 4,145 | 4·6 |
| Holland... .. | 6,458 | 10·9 | 2,902 | 9·5 | 9,360 | 10·4 |
| Switzerland | 789 | 1·3 | 63 | 0·2 | 852 | 1·6 |

Thus before the War more than one-half (52·8 per cent) of the total of goods forwarded within the territory of irruption and occupation went to unoccupied Germany, while only a good third (36·5 per cent) of the goods received there originated from the latter. Alsace and Lorraine took a share of 8·1 per cent in the goods forwarded from the territory of irruption and occupation and of 20·2 per cent in the goods delivered there (minette ore). Roughly about two-fifths, both of the goods forwarded

(1) Exclusive of the traffic within the occupied territories.

GOODS FORWARDED FROM AND RECEIVED WITHIN THE TERRITORY OF IRRUPTION AND OCCUPATION according to main directions of traffic



(39·1 per cent) and the goods received (43·3 per cent) of the whole external traffic of the territory of occupation and irruption went to foreign countries.

As against that the year 1920 shows considerable differences. Traffic relations with unoccupied Germany were considerably extended, both as to goods forwarded (69·2 per cent) and notably as to goods received (76·8 per cent), the latter being due to the ousting of the Lorraine ore base and the consequent progressive diversion of the whole economic life on the Rhine and Ruhr towards the Germany of the right bank of the Rhine. Traffic with Alsace and Lorraine on the other hand decreased greatly, so that the whole share taken by France in the traffic of the territory of occupation and irruption also decreased and, in spite of the increase in goods forwarded to France (coal, &c.), fell away from 16·1 to 11·7 per cent of the total. The ratio of the traffic with foreign countries (not including Alsace and Lorraine) decreased as to goods forwarded from the territory of irruption and occupation, from 39·1 to 28·9 per cent and as to goods taken from abroad from 43·3 per cent to but 18·2 per cent; the entire average of goods forwarded and received decreasing from 40·5 to 25·3 per cent, that is to say from roughly about two-fifths to a quarter. This decrease is essentially connected with the abnormal conditions outlined above which prevailed during the year 1920 in the sea-ward traffic of the territory of occupation and irruption. The very fact to be sure, that in spite of the unfavourable conditions in 1920, a full quarter of the traffic of the territory of occupation and irruption still hinges on the traffic relations with foreign countries, shows most how strongly these relations with foreign countries are developed, and how largely therefore the whole Rhine and Ruhr question, far from being merely an affair between Germany and France, constitutes a European question, a question of the reconstruction of the whole trade economy of Europe and the World.