Influence of river and railway transport upon industrialization in Germany after 1914

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Research Question
The importance of river transport which is so called only of subsidiary a transport means.
(1)Can it be true that main shipping declined after WWI?
(2)How did it affect industrialization in Frankfurt after 1914?
(3)What kind of relation does shipping have to railway?

Recently studies say...
(1)Main shipping developed remarkably in completion of West harbour. But the shipping declined after WWI.
(2)East harbour is necessary for sustenance of commerce and industry.
(3)Frankfurt was industrialized through incorporation.

They say that the shipping declined after WWI, but no studies show a development of Frankfurt's harbour after 1914.
There is no comparative study of ships and railways.

During World War I

- **Main Shipping** (see Figure 1)
  - Arrival goods: the principal freight is coal.
  - The volume of coal is steady from 1913 to 1919.
  - Shipment goods: A scale curtailed.

⇒ On breaking up war, river transport changed.

- **East harbour area**
  - Frankfurt was not negligent despite a war regime in the maintenance of East harbour.
  - Additional expanded land was allotted to war economic corporations and associations.

⇒ The land demand declined on war regime, so Frankfurt made an effort to invite factories and companies.

Table 1. The details of Frankfurt's factories (make extracts from a list of all industry)

<table>
<thead>
<tr>
<th>Year</th>
<th>Textile</th>
<th>Preparation</th>
<th>Food</th>
<th>Metallurgy</th>
<th>Machinery</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1910</td>
<td>150</td>
<td>130</td>
<td>100</td>
<td>100</td>
<td>150</td>
<td>630</td>
</tr>
<tr>
<td>1911</td>
<td>150</td>
<td>130</td>
<td>100</td>
<td>100</td>
<td>150</td>
<td>630</td>
</tr>
<tr>
<td>1914</td>
<td>150</td>
<td>130</td>
<td>100</td>
<td>100</td>
<td>150</td>
<td>630</td>
</tr>
</tbody>
</table>

- **Coal** is important goods for shipping and railway.
⇒ On shipment goods, railways established superiority.

Figure 1. Quantity of Arrival goods by Shipping (unit: t)

After World War I

- **Mass transport**
  - In Main shipping (See Figure 2)...
    - Arrival goods: returned gradually the prewar ravel, main goods is coal.
    - Shipment goods: remarkably declining after 1920s.

- **Coal** is important goods for shipping and railway.
⇒ On shipment goods, railways established superiority.

- **East harbour area**
  - Frankfurt's authorities continued to expand Harbour area
    - almost directly and indirectly a large income.
  - There were 173 diversity companies in Aug. 1919.
    - especially metalworking, food, building and chemical factories.
  - There were 128 trading companies in 1928.

⇒ On breaking up war, river transport changed in the contents of transport goods.
⇒ Frankfurt was not negligent despite a war regime in the maintenance of East harbour.
⇒ It can not be true that river transport failed on after WWI.

Table 1. The details of Main ships and railways.

- **Main ships** (Figures 1 and 2)
  - 1910-1919: "main ships were 1,000,000" unit.
  - 1920-1929: "main ships were 1,200,000" unit.
  - Collecting freight: 1,500,000" unit and goods.
  - Collecting goods: 2,000,000" unit.

- **Railway**
  - 1910-1919: "railway were 1,000,000" unit.
  - 1920-1929: "railway were 1,200,000" unit.
  - Collecting freight: 1,500,000" unit and goods.
  - Collecting goods: 2,000,000" unit.

- **Coal** is important goods for shipping and railway.

⇒ Main shipping contributed to spreading Frankfurt's industry.

- The role of shipping and railway is different.
- Coal and building material that are important for industry is conveyed by shipping.