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Polish Governments' Railway politics in the Reception of the Commercial and Industrial Chamber in Lviv (1922–1939)

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POLISH GOVERNMENTS' RAILWAY POLITICS IN THE RECEPTION OF THE COMMERCIAL AND INDUSTRIAL CHAMBER IN LVIV (1922–1939)

Commercial and industrial coteries of the interwar Poland were greatly interested in the government's railway politics. The reason of it was that the costs on the transportation influenced the formation of products' prices and incomes of tradesmen and manufactures. At the same time manufactures could get additional income because of different railway orders for some objects.

Forming the basis of the railway politics the state paid attention to the manufactures' and tradesmen's opinions. The representatives of manufactures and tradesmen in the interwar Poland were Commercial and Industrial Chambers (CIC). They were found in Poland in the middle of the XIX-th century. They continued their work in the interwar period. Practically they connected commercial and industrial coteries with the government. They represented them on the state level, they conducted companies registers, formed the position of the commercial and industrial coteries according to the official economical politics etc.¹

One of the CIC worked in Lviv (founded in 1850) and represented manufactures and tradesmen of the Eastern Galicia, in some years Volyn too. Its delegates took part in the consultative bodies concerning government's railway politics: State Railway Council (SRC)², Councils of Railway Directories (CRD) in Lviv and Stanislaw³. In Lviv the position of the CIC delegates was laid down at the special subunit the organization – railway commission⁴.

The most important point in the railway politics was the fare on the transportation of goods by railway. The commercial and industrial coteries were greatly interested in it because the fare influenced the price of the products. At the beginning of the 1920s manufactures and tradesmen were for the forming of new goods' fares. Lviv CIC pointed out that they had to be in line with the development of the economical relations and the

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¹ S. Cyganek, *Izby przemysłowo-handlowe w Polsce i w Niemczech*, Poznań 2004, s. 31-34; A. Kielbicka, *Izba Przemysłowo-handlowa w Krakowie (1850–1950)*, Kraków 2003, s. 11, 65-66; T. Kargol, *Izba Przemysłowo-handlowa w Krakowie w latach 1850–1939*, Kraków 2003, s. 12; L. Zachuta, A. Zdebski, *Izba Przemysłowo-handlowa w Krakowie w 1850–2000*, Kraków 2000, s. 10, 14.

² *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1925, R. IV, nr 6, s. 87; 1928, R. VII, nr 7, s. 151; nr 13-14, s. 285; 1929, R. VIII, nr 7, s. 91.

³ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 5, s. 118; *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1925, R. IV, nr 6, s. 87.

⁴ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1927, R. VI, nr 4-5, s. 79; 1928, R. VII, nr 5, s. 118; 1935, R. XIV, nr 11, s. 148.

interests of Polish industry and trade. These fares should be concluded together with the economical organizations⁵.

CIC in Lviv was against the increasing of the fares of the railway transportation, especially in 1922–1924, because they were really considerable⁶. Besides CIC supposed they were mechanical and they didn't influence the development of the railway⁷. In Lviv CIC believed that these increasing negatively influenced the export of wood and oil products to the Western Europe. At that time the economical relations between Poland and Germany could be damaged because the wood export from Baltic countries was better, and the oil export from America was cheaper⁸.

In Lviv CIC often appealed to the state about the fares' increasing. The state bodies tried to help; they organized special studies on the problem, provided privileges for some branches⁹.

At the same time the state power understood that fare increasing were reasonable because of the inflation. Comparing with 1914 by the end of 1923 the fare tariffs for people fell from 66 to 75%, and for transportation of goods from 50 to 70%¹⁰. Commercial and industrial coteries paltered: they tried to get higher income thanks to low fare. The government had to increase the fare of railway transportation because it was necessary to help the railway, to improve its work after war, to unify the railway connection. Because of the position of manufactures and tradesmen the government failed in the realization of the normal fare policy. Factually the population paid the incomes of the manufacturers and tradesmen, because they realized goods according to the world's prices, but transported them very cheaply¹¹.

But the middle of 1920 the government of Vladyslav Grabski conducted the valorization of fare tariffs. So the fare tariffs depended on the economic conditions and were controlled by their needs¹². In particular by the end of 1920-s in Lviv CIC discussed the fare tariffs every year¹³.

During the years of crisis 1930-s Polish government fell the fare tariffs. On one hand it was because of the falling of goods' prices and peoples salaries and the other hand it was

⁵ *Wnioski do Państwowej rady kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 2, s. 22; nr 3, s. 40.

⁶ *Ankieta w sprawie postulatów przemysłu i handlu*, „Wiadomości Gospodarcze” 1923, R. II, nr 16, s. 229; *Deklasyfikacja towarów w towarowej taryfie kolejowej*, „Wiadomości Gospodarcze” 1923, R. II, nr 12, s. 177; *Posiedzenie plenarne Izby Handlowej i Przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 4, s. 58; 1923, R. II, nr 4, s. 49-50; nr 7, s. 95; nr 23; s. 342; 1924, R. III, nr 11, s. 161; *Przyspieszenie załatwień reklamacji kolejowych*, „Wiadomości Gospodarcze” 1923, R. II, nr 3, s. 38; *Taryfy kolejowe towarowe*, „Wiadomości Gospodarcze” 1924, R. III, nr 2, s. 25.

⁷ *Ankieta w sprawie postulatów przemysłu i handlu*, „Wiadomości Gospodarcze” 1923, R. II, nr 16, s. 229; *Posiedzenie plenarne Izby Handlowej i Przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 4, s. 58.

⁸ *Podwyższenie taryf kolejowych*, „Wiadomości Gospodarcze” 1923, R. II, nr 4, s. 53-54.

⁹ *Deklasyfikacja towarów w towarowej taryfie kolejowej*, „Wiadomości Gospodarcze” 1923, R. II, nr 12, s. 177; *Posiedzenia plenarne Izby handlowej i przemysłowej*, „Wiadomości Gospodarcze” 1923, R. II, nr 7, s. 95.

¹⁰ Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej. 1918–1939*, t. 1, Warszawa 1967, s. 234.

¹¹ Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej...*, s. 235-236.

¹² Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej. 1918–1939*, t. 2, Warszawa 1971, s. 245-246.

¹³ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 21, s. 426; 1929, R. VIII, nr 10, s. 148; nr 19, s. 268; 1931, R. X, nr 9, s. 180-181; *Plenarne zebranie Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1931, R. X, nr 7, s. 128.

the aim of governments economical politics. The fares of some goods (coal and grain) were fallen. Another fallings were connected with the price policy. By the way special fare tariffs were conducted for the Polish sea-ports in order to support them in competition with German ones. The government believed that by falling prices the number of transportations would be increased, and the railway profitability would be guaranteed. The government behaved in this way not only because of the crisis, the railway had been displaced by other means of transport¹⁴.

The members of SRC discussed different ways of tariffs reduction due to new economic situation. For example, in February-March 1931 some privileges were given for the transportation of the most important products. By the way paying off defrayal of the railway was provided (nearly 13500000 zloty). SRC proposed to introduce additional payment for a personal ticket (10 grosz) and a transportation of luggage and prompt parcels (1 zloty). These changes positively influenced the economy¹⁵.

But commercial and industrial coteries wanted the tariffs being reduced greatly. At the meetings of CIC in Lviv different ways of tariffs' falling, privileges of some goods were discussed¹⁶. At the same time manufacturers and tradesmen of the Eastern Galicia defended their own regional interests¹⁷.

In the second half of 1930-s CIC in Lviv didn't discuss the problem of tariffs. Probably the main topic of the state politics was to reduce the tariffs and eastern parts got additional discounts for industrial transportations. The same was with passengers. At the same time the privileges were given from 33% to 80%¹⁸.

By the way CIC in Lviv was interested in different questions concerning transportation such as: the counting of tariffs, issuance compensation for bad-quality transportation etc.

The problems connected with loading and dispatching of the goods was very important in the tariffs' counting. For example, in 1922 CIC in Lviv criticized the changes of tariffs concerning the payment of the carriages' stoppage. This payment should be counted not for an hour as before but for 24 hours. But the results would be negative. First by the payment for stoppage would increase. Secondly, the owner of the luggage wouldn't be interested in quick loading or dispatching. By the way there were large queues at the railway stations. In Lviv CIC proposed to speed up loading of dispatching. For example it was useful to weight coal at the mines not at the railway station¹⁹.

At the beginning of 1924 Railway Ministry decided to load/dispatch goods from 6 a. m. even at weekends CIC was against this decision. They thought it wasn't useful for in-

¹⁴ K. Klimacki, *Przewóz towarowy na PKP*, [w:] *XX-lecie komunikacji w Polsce odrodzonej 1918–1939*, Łódź 2012 [repr. Kraków 1939], s. 205; Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej. 1918–1939*, t. 3, Warszawa 1982, s. 301, 303–304.

¹⁵ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1931, R. X, nr 9, s. 180–181; *Plenarne zebranie Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1931, R. X, nr 7, s. 128.

¹⁶ III. Plenarne zebranie Izby przemysłowo-handlowej we Lwowie, „Wiadomości Gospodarcze” 1932, R. XI, nr 20, s. 322; *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1933, R. XII, nr 21, s. 322–323.

¹⁷ *Ankiety, konferencje i posiedzenia*, „Wiadomości Gospodarcze” 1935, R. XIV, nr 17, s. 244–245.

¹⁸ Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej. 1918–1939*, t. 4, Warszawa 1989, s. 410.

¹⁹ *Wnioski do Państwowej i Dyrekcyjnej Rady Kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 16, s. 251–252.

dustry and trade because at that time it was very difficult to find workers, and they should be paid more for their work. At the same time manufacturers and tradesmen should pay for stoppage of carriages²⁰.

The payment by railway of the compensation for the losses or damages of the goods during the transportation was very important factor for commercial and industrial coteries during the inflation. CIC in Lviv asked the Directories of SRC to provide payments for transportation, compensation in time. But the delay lasted even a year²¹. The Railway Ministry satisfied the CIC request in Lviv and the railway directories received a circular²². At the same time the Directory of the state railway had to provide the work of booking offices; speed up the work on complaints connected with losses and damages during the transportation of goods; return over costs and recalculate them²³. But the directories of the State Railway explained the delays only by bureaucratic reasons²⁴.

Besides CIC in Lviv initiated: regulation and increasing responsibility of the railway for the damage and destruction of private carriages²⁵ and goods during the transportation (especially coal)²⁶; the increasing of payment for the transportation of goods not in due time, which was considerable lower in Poland²⁷; cancellation of payments that the owners of the goods carried on their way were overload²⁸; unification of the payment for the transportation by state and private railway²⁹; reduction rates for transportation of empty packaging products³⁰, empty private carriages³¹; clearer delineation of concepts concerning the carriage of fullness³², structuring fee for storage of goods on trains depending on weight³³ i t. p.

Discussing the formation of the tariffs for railway transportation CIC in Lviv paid a great attention to the necessity of the export increasing of polish goods. The state had to intensify the tariffs' policy on export³⁴. Commercial and industrial coteries insisted on

²⁰ *Zarządzenia kolejowe w sprawie wyładowania i załadowania towarów*, „Wiadomości Gospodarcze” 1924, R. III, nr 2, s. 24-25.

²¹ *Sprawy kolejowe...*, s. 328; *Wnioski do Państwowej i Dyrekcyjnej Rady Kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 16, s. 252.

²² *Przyspieszenie załatwień reklamacji kolejowych*, „Wiadomości Gospodarcze” 1923, R. II, nr 3, s. 38.

²³ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1923, R. II, nr 1, s. 1, 3; nr 4, s. 49; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1925, R. IV, nr 22, s. 325.

²⁴ *Załatwienie podań w sprawie reklamacyj kolejowych*, „Wiadomości Gospodarcze” 1923, R. II, nr 4, s. 54.

²⁵ *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1926, R. V, nr 10, s. 171-172; *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1924, R. III, nr 21, s. 305.

²⁶ *Sprawy kolejowe*, „Wiadomości Gospodarcze”, 1925, R. IV, nr 22, s. 326; *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze”, 1924, R. III, nr 21, s. 303-304.

²⁷ *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1925, R. IV, nr 3, s. 40.

²⁸ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1924, R. III, nr 11, s. 161; 1926, R. V, nr 6, s. 92.

²⁹ *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1926, R. V, nr 10, s. 171.

³⁰ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1923, R. II, nr 1, s. 1; *Wnioski do Państwowej Rady kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 3, s. 39, 41.

³¹ *Posiedzenia plenarne Izby handlowej i przem. we Lwowie*, „Wiadomości Gospodarcze” 1924, R. III, nr 11, s. 161; *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1924, R. III, nr 9, s. 133-134.

³² *Wnioski do Państwowej Rady kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 3, s. 39.

³³ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 7, s. 109.

³⁴ *O pomoc Rządu dla eksportu*, „Wiadomości Gospodarcze” 1926, R. V, nr 13-14, s. 222-223.

the stabilization of the tariffs' policy. They demanded to finish the railway reforms because the chaos on the railway negatively influenced upon the development of polish export³⁵.

At the same time CIC took part in the concluding of the union tariffs between Poland and other countries: Austria, Czechoslovakia, France, Germany, Hungary, Romania, Switzerland, and the USSR etc³⁶. It became possible to dissolve currency differences between these countries and to define the priorities in export³⁷.

CIC in Lviv appealed to the competitive organs to inform better the commercial and industrial coteries about the foreign railway tariffs. In particular, in 1927 its presidium asked the Ministry of communication to organize a special informative office for this purpose³⁸. But the Ministry informed that the State Railway Directories were allowed to give information to all interested in these questions spheres³⁹.

CIC in Lviv studied railway tariffs for different groups of goods. At that time the export wood industry was important in Eastern Galicia. That's why a great attention was paid to the tariffs for the transportation of wood. CIC tried to decrease these tariffs⁴⁰.

In 1922 the Chamber noticed that there were great delays in the wood transportation to Gdansk. It was a great problem because Gdansk was the only way for transportation of polish wood. The delays complicated the export and default with foreign firms, and the polish wood industry was discredited⁴¹.

The situation didn't become better. During the next years the transport delayed very often on the way to Gdansk and CIC in Lviv very often informed the Railway Ministry about the delays in 1925⁴². There was a great flow of goods to the port and it was very difficult to unload them and Gdansk railway direction had to limit their reception till the 24th of December, 1925⁴³. As a result in the middle of 1926 because of the essential railway delays to Gdansk CIC in Lviv initiated the preparation of memorial for giving credits on the work for the increasing of ports' capacity in Gdansk and Gdynia. It was conducted by the Union of Commercial and Industrial Chambers of Poland⁴⁴.

³⁵ *Konferencja z delegacją Ministerstwa Przemysłu i Handlu*, „Wiadomości Gospodarcze” 1926, R. V, nr 18, s. 276, 283.

³⁶ *Posiedzenie plenarne Izby handlowej i przemysłowej*, „Wiadomości Gospodarcze” 1925, R. IV, nr 24, s. 362; 1926, R. V, nr 6, s. 92; nr 12, s. 201; 1928, R. VII, nr 13-14, s. 284; 1931, R. X, nr 7, s. 128; 1932, R. XI, nr 7, s. 102.

³⁷ *Wnioski do Państwowej rady kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 2, s. 22.

³⁸ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1927, R. VI, nr 7, s. 114.

³⁹ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1927, R. VI, nr 10-11, s. 204.

⁴⁰ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1930, R. IX, nr 3, s. 49; *Deklasyfikacja towarów w towarowej taryfie kolejowej*, „Wiadomości Gospodarcze” 1923, R. II, nr 12, s. 177; *Posiedzenie plenarne Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze”, 1924, R. III, nr 11, s. 161; 1928, R. VII, nr 1, s. 3; nr 24, s. 480; *Wnioski do Państwowej rady kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 2, s. 23; 1923, R. II, nr 9, s. 129-131.

⁴¹ *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 4, s. 60; 1923, R. II, nr 9; s. 129-131.

⁴² *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1926, R. V, nr 2, s. 18; *Rozmaite wiadomości i informacje*, „Wiadomości Gospodarcze” 1926, R. V, nr 1, s. 9.

⁴³ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1926, R. V, nr 2, s. 19.

⁴⁴ *Posiedzenie plenarne Izby handlowej i przemysłowej*, „Wiadomości Gospodarcze” 1926, R. V, nr 12, s. 197.

The problems of wood export through the ports were not settled. The high tariffs and problems with the delivery existed during the interwar period. This fact was mentioned at the conference of CIC in Lviv on April, 28, 1936. The industrial coteries discussed these problems with Roman Guretski, the minister of industry and commerce⁴⁵.

As a result Poland began to lose foreign markets of wood for different reasons, for example high railway tariffs. Poland began to lose the competition with neighboring states. The main competitors of Poland were Czechoslovakia and Romania, but in 1920-s Finland & USSR began to capture Western European markets, using cheaper water ways. The wood export decreased and influenced the change for the worse the state's commercial balance⁴⁶. For example, after World War I because of high prices on transportation wood and oil industry lost their export through Fiume and Trieste⁴⁷. By the end of 1920-s the situation of Polish wood on the main export market – in Germany – become worse. That's why CIC in Lviv asked not to increase the tariffs on wood exported to Germany⁴⁸. CIC proposed to increase the payment for transit transportation of Russian wood do Gdynia and Gdansk⁴⁹.

Really the tariffs on wood transportation have been constantly increasing. It caused difficulties on wood export. While in 1923 Czechoslovakia decreased the railway tariffs on the wood transportation to 25%, Poland had increased the tariffs to 100% since April, 15, %⁵⁰. On the first of December, 1923 the tariffs for all goods' transportation had been increased to 200%⁵¹.

So the Polish wood industry was in difficult situation. It was impossible to transport wood. It could cause the stagnation in the building industry because the wood was very important for it. In May 1924 CIC in Lviv was against any increasing of the tariffs on wood transportation⁵².

CIC in Lviv tried to influence the tariffs on the transportation of some types of wood. For example, in 1924 they asked SRC to change to change the instructions for the tariffs' increasing to 35–41%. It would cause a full stagnation in the timber industry. In Galicia saw mills were situated far from woods. That's why manufactured wood was more expensive than unmanufactured one. And CIC demanded to introduce the privileged tariffs for domestic wood transportation. Thousands workers worked in this branch. The introduction of privileged tariffs would greatly develop the timber industry⁵³.

CIC in Lviv didn't pay great attention to the transportation of the products of oil industry. Discussions on this point question began during the years of crisis of 1930-s⁵⁴. In the second half of 1930-s they thought about the modernization of oil industry. That's

⁴⁵ *Konferencja Pana Ministra Przemysłu i Handlu z przedstawicielami sfer gospodarczych we Lwowie*, „Wiadomości Gospodarcze” 1936, R. XV, nr 9, s. 117.

⁴⁶ *Konferencja w sprawach eksportowych*, „Wiadomości Gospodarcze” 1923, R. II, nr 24, s. 360; *O wzmożenie wywozu*, „Wiadomości Gospodarcze” 1923, R. II, nr 25, s. 371-372; *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1925, R. IV, nr 6, s. 85.

⁴⁷ *Udostępnienie portu w Fiume dla handlu polskiego*, „Wiadomości Gospodarcze” 1926, R. V, nr 15-16, s. 249-250.

⁴⁸ *Ankiety, konferencje posiedzenia*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 23, s. 348.

⁴⁹ *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1930, R. IX, nr 3, s. 44-45.

⁵⁰ *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1923, R. II, nr 9, s. 129-131.

⁵¹ *O wzmożenie wywozu*, „Wiadomości Gospodarcze” 1923, R. II, nr 25, s. 371-372.

⁵² *Polityka taryfowa a przemysł drzewny*, „Wiadomości Gospodarcze” 1924, R. III, nr 10, s. 149.

⁵³ *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1924, R. III, nr 9, s. 132-133.

⁵⁴ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1931, R. X, nr 2, s. 31.

why it was necessary to find new ways for the transportation of cell necessary products, for example drilling pipes⁵⁵.

CIC in Lviv tried to influence the railway tariffs for different important branches of industry. For example, in 1925 they asked the Railway Ministry to decrease the tariffs on the transportation of the import pitch transported through Gdansk⁵⁶. They asked to decrease the payment of the transportation of utilized lamps. Very high payment slowed down the development of lamps' factories in Lviv. Utilized lamps from the whole Poland were delivered to Lviv⁵⁷.

CIC in Lviv paid great attention to the transportation of the building materials. Very often industrialists repaired roads by their own costs. A great number of unemployed had been involved into building. That's why the problems of this branch were very important for Polish industrial coteries during the interwar period⁵⁸. Due to this fact, in autumn of 1924 the Railway Ministry settled a special tariff for street's cobblestone and flagstone⁵⁹.

CIC in Lviv paid great attention to the tariffs on agricultural products. Especially they were interested in the transportation of grains products. Regularly CIC in Lviv was against their increasing. It was very important for their transportation to the Polish ports. At the same time CIC in Lviv asked the government to inform them about possible increasing in time. It was necessary, because producers of grains' products had agreements with foreign firms, where they exported their products⁶⁰.

The interference of commercial and industrial coteries had positive results. The export of local grains' products had been increased. In 1930 mealy industry of the Eastern Galicia was at the markets of Gdansk and Gdynia in spite of German competition⁶¹.

CIC in Lviv demanded to decrease the railway tariffs on the grains' transportation from the Eastern Galicia to the west. It was necessary to balance competitive conditions with the western part of the country. They considered the railway tariffs could be used for the increasing of sales markets for the Eastern Galicia and it could positively influence price formation⁶².

⁵⁵ 5. Plenarne zebranie Izby przemysłowo-handlowej we Lwowie, „Wiadomości Gospodarcze” 1935, R. XIV, nr 24, s. 338.

⁵⁶ Wnioski do Państwowej Rady Kolejowej, „Wiadomości Gospodarcze” 1925, R. IV, nr 3, s. 41.

⁵⁷ Taryfy kolejowe, „Wiadomości Gospodarcze” 1925, R. IV, nr 20, s. 280.

⁵⁸ Sprawy kolejowe, „Wiadomości Gospodarcze” 1926, R. V, nr 11, s. 191; Wnioski do Państwowej Rady Kolejowej, „Wiadomości Gospodarcze” 1924, R. III, nr 9, s. 133; nr 24, s. 349; Zebrania plenarne Izby przemysłowo-handlowej we Lwowie, „Wiadomości Gospodarcze” 1930, R. IX, nr 6, s. 93.

⁵⁹ Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie, „Wiadomości Gospodarcze” 1924, R. III, nr 22, s. 318.

⁶⁰ III. Plenarne zebranie Izby przemysłowo-handlowej we Lwowie, „Wiadomości Gospodarcze” 1932, R. XI, nr 20, s. 322; Ankiety, konferencje, posiedzenia, „Wiadomości Gospodarcze” 1930, R. IX, nr 4, s. 59; 1932, R. XI, nr 21, s. 348-349; Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie, „Wiadomości Gospodarcze” 1926, R. V, nr 22, s. 348; Sprawy kolejowe, „Wiadomości Gospodarcze” 1926, R. V, nr 24, s. 401; 1928, R. VII, nr 19, s. 385; 1930, R. IX, nr 22, s. 362; Taryfy kolejowe, „Wiadomości Gospodarcze”, 1925, R. IV, nr 20, s. 280.

⁶¹ Sprawy kolejowe, „Wiadomości Gospodarcze” 1930, R. IX, nr 3, s. 45.

⁶² Ankiety, konferencje i posiedzenia, „Wiadomości Gospodarcze” 1938, R. XVII, nr 16. S. 232; Roki Gospodarcze Izby przemysłowo-handlowej, „Wiadomości Gospodarcze” 1936, R. XV, nr 15, s. 214.

The fare tariffs on the meal transportation should be taken into consideration while forming the tariffs on grain. So the prices on meal had to be higher than on grain⁶³. It was very important especially in the years of poor crops when the meal of the previous year might be cheaper than grain. For example, at the beginning of 1925 CIC in Lviv proposed to decrease the tariffs on the transportation of grain gathered in the year of poor crops⁶⁴.

CIC in Lviv was interested in the tariffs on the transportation of meat. For example, in 1927 CIC in Lviv was not satisfied with the export of horned cattle. The main fault was the great price on the transportation from the Eastern Poland. CIC in Lviv proposed to decrease the tariffs on 20%⁶⁵.

On October, 8, 1925 CIC in Lviv demanded to introduce new tariffs on the export of meat. During transportation a lot of ice was used. That's why meat and ice should be counted separately. The price on transportation might be decreased and competitiveness of Polish meat producers might be increased⁶⁶.

CIC in Lviv was not greatly interested in the transportation of passengers. Only the problems of merchants were taken into the consideration. They wanted to reestablish seasonable tickets used in the Eastern Galicia before the World War I in many European countries such as France, Belgium, Czechoslovakia, Austria. The privileges for the merchants were demanded. CIC in Lviv wanted to improve merchants' work, to increase railways' income and passengers' currents⁶⁷.

On May, 5, 1928 the Ministry of Communication introduced district tickets on the Polish state railway. CIC in Lviv thought they didn't achieve any aim because they were more expensive than Austrian ones used before the World War I⁶⁸. But such tickets became cheaper and very popular in the second half of 1930-s⁶⁹.

At the same time CIC in Lviv raised many other questions concerning the passengers' transportation. Buying accommodations⁷⁰, price reductions⁷¹ etc were demanded.

The problems of railway connection were very important for CIC in Lviv. At the beginning of 1920-s factually Poland had three railway chains. Such railway system complicated eco-

⁶³ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 20, s. 285; nr 21, s. 313; 1930, R. IX, nr 8, s. 139; *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1925, R. IV, nr 1, s. 3; *Zebnanie plenarne Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 21, s. 298.

⁶⁴ *Konferencja w sprawie położenia rynku zbożowego i przemysłu młynarskiego*, „Wiadomości Gospodarcze” 1925, R. IV, nr 2, s. 25-26.

⁶⁵ *Niedomagania w eksporcie nierogacizny. (Z opinii lwowskiej Izby handlowej i przemysłowej)*, „Wiadomości Gospodarcze” 1927, R. VI, nr 6, s. 100.

⁶⁶ *Taryfy kolejowe*, „Wiadomości Gospodarcze” 1925, R. IV, nr 20, s. 279.

⁶⁷ *Konferencja z delegacją Ministerstwa Przemysłu i Handlu*, „Wiadomości Gospodarcze” 1926, R. V, nr 18, s. 277-278, 284; *Posiedzenie plenarne Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1927, R. VI, nr 23, s. 424; 1928, R. VII, nr 1, s. 4; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1925, R. IV, nr 22, s. 325; *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1924, R. III, nr 9, s. 134; nr 24, s. 349.

⁶⁸ *Plenarne posiedzenie Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1928, R. VII, nr 13-14, s. 285; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1928, R. VII, nr 11, s. 260.

⁶⁹ Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej. 1918-1939*, t. 4, Warszawa 1989, s. 411.

⁷⁰ *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 3, s. 42.

⁷¹ *Wnioski do Państwowej Rady Kolejowej*, „Wiadomości Gospodarcze” 1924, R. III, nr 9, s. 134.

nomical relations between different parts of country. It should be unified. In 1919 the Railway Ministry began to work upon the building of new railway chains for 10 years. The connection with the sea and the eastern and south eastern parts of the country should be supplied⁷².

CIC in Lviv asked to increase the number of trains from the Eastern Galicia to the other regions of Poland. The connections of the Eastern Galicia with Warsaw⁷³, Krakow⁷⁴, Gdansk⁷⁵, and Lviv with oil deposits⁷⁶, mountainous districts⁷⁷ and Russian frontiers were very important⁷⁸.

At the same time the connection with previous centers had been lost. CIC in Lviv wanted to improve the railway traffic from Lviv to Vienna⁷⁹, Budapest⁸⁰. The Chamber also worried that Lviv had poor communication with foreign centers⁸¹.

CIC in Lviv was interested in the railway time table. It proposed different changes for passengers' conveniences⁸². It also took into consideration the most important technical problems in the railway work⁸³, bad qualities of passengers' transportation⁸⁴, opposed the reduction of personal booking-office in Lviv⁸⁵.

⁷² B. Hummel, *Odbudowa i utrzymanie kolei, [w:] XX-lecie komunikacji...*, s. 156; K. Jasiewicz, *Transport i łączność, [w:] Problemy Gospodarcze Drugiej Rzeczypospolitej*, Warszawa 1989, s. 194; Z. Landau, J. Tomaszewski, *Gospodarka Polski...*, t. 1, s. 226, 228; W. Rusiński, *Zarys historii gospodarczej Polski na tle dziejów gospodarczych powszechnych*, Warszawa 1986, s. 230-231; A. Wielopolski, *Zarys gospodarczych dziejów transportu do roku 1939*, Warszawa 1975, s. 377.

⁷³ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 19, s. 387; 1935, R. XIV, nr 11, s. 148-149; *Konferencja Pana Ministra Przemysłu i Handlu z przedstawicielami sfer gospodarczych we Lwowie*, „Wiadomości Gospodarcze” 1936, R. XV, nr 9, s. 117; *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1924, R. III, nr 4, s. 55; *Wnioski do Państwowej i Dyrekcyjnej Rady Kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 16, s. 250-251.

⁷⁴ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 19, s. 387.

⁷⁵ *Konferencja z delegacją gdańską*, „Wiadomości Gospodarcze” 1923, R. II, nr 20, s. 292; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1926, R. V, nr 11, s. 191.

⁷⁶ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 19, s. 386; *Delegacja sfer gospodarczych i społecznych u p. Wiceministra Komunikacji Inż. Aleksandra Bobkowskiego*, „Wiadomości Gospodarcze” 1935, R. XIV, nr 3, s. 37; *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1924, R. III, nr 4, s. 55.

⁷⁷ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 19, s. 386.

⁷⁸ *Delegacja sfer gospodarczych i społecznych...; Pan Minister Przemysłu i Handlu w Izbie handlowej i przemysłowej*, „Wiadomości Gospodarcze” 1924, R. III, nr 23, s. 331; *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1924, R. III, nr 8, s. 117.

⁷⁹ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 7, s. 109-110; nr 17, s. 269; 1923, R. II, nr 4, s. 49; 1925; R. IV, nr 6, s. 87.

⁸⁰ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1928, R. VII, nr 19, s. 387; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 19, s. 271.

⁸¹ *12 plenarne zebranie Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1937, R. XVI, nr 22, s. 310; *Posiedzenie plenarne Izby handlowej i przemysłowej*, „Wiadomości Gospodarcze” 1923, R. II, nr 23, s. 342.

⁸² *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 19, s. 268; 1932, R. XI, nr 18, s. 296; 1935; R. XIV, nr 20, s. 286, 1936, R. XV, nr 17, s. 266; 1937, R. XVI, nr 19, s. 266-267; *Posiedzenie plenarne Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1926, R. V, nr 22, s. 348; 1928, R. VII, nr 19, s. 372; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1925, R. IV, nr 22, s. 327-328; 1926, R. V, nr 10, s. 173; nr 24, s. 401-402; 1928, R. VII, nr 19, s. 384.

⁸³ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1923, R. II, nr 1, s. 1; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 8, s. 111.

⁸⁴ *Rozmaite wiadomości i informacja*, „Wiadomości Gospodarcze” 1927, R. VI, nr 9, s. 177; *Wnioski do Państwowej Rady kolejowej*, „Wiadomości Gospodarcze”, 1922, R. I, nr 3, s. 42-43.

⁸⁵ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 14, s. 218.

The most important problem was the lack of the number of carriages⁸⁶. It was because of the losses during the war and economical inability to renew railway parks. The greatest war losses were in the southern and eastern provinces. At the same time Poland got different old carriages from other countries. It was hardly probable to produce carriages in Poland. Through sometimes the government tried to join private industry⁸⁷. Till the middle of 1920-s the railway park had been partly renewed and modernized⁸⁸. Only by the end of 1920-s the state railway had got many carriages of good quality. But the problems were only partly settled⁸⁹.

CIC in Lviv actively pointed out the problems with the carriages on the Polish railway⁹⁰. So, in 1926 the delegate of CIC in Lviv proposed SRC to ask the Ministry of Communication to order more carriages refrigerators. They could be useful in spring for the export of butter and meat⁹¹. And at the beginning of 1928 the delegate of CIC to SRC asked to change the majority of old sleeping carriages into new ones⁹².

Most CIC in Lviv worried by lack of wagons for transportation of wood, which was exported from Eastern Galicia⁹³, and coal, which were brought from Silesia Mountain⁹⁴. Sometimes wood was not transported in opened but in closed carriages, where it was more expensive by 10% and caused an increase in tariffs. The House sought to keep lower rates for such transportation because manufacturers were not guilty in the absence of the necessary railway camp⁹⁵. Sometimes the problems of carriages were settled by borrowing transport for Lviv and Stanislaw Railway Directories from the neighboring Krakow Railway Directory⁹⁶.

CIC in Lviv introduced some suggestions to improve the quality of transportation and work of railway stations. Besides, it proposed to build: a new commercial storehouse at the railway station in Zborow (1922)⁹⁷, a new goods station in Lviv (1927, 1936)⁹⁸, and railway station on Persenkowka (1929)⁹⁹.

Very seldom CIC tried to join foreign firms for the modernization of the Polish railway. In particular, in September of 1922 the delegation of Switzerland capitalists and

⁸⁶ K. Jasiewicz, *Transport i łączność...*, s. 200; K. Klimacki, *Przewóz towarowy na PKP, XX-lecie komunikacji...*, s. 198-199.

⁸⁷ B. Hummel, *Odbudowa i utrzymanie kolei, [w:] XX-lecie komunikacji...*, s. 141, 163-165; K. Jasiewicz, *Transport i łączność...*, s. 200-201; Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej...*, t. 1, s. 224-226, 228-229; A. Wielopolski, *Żarys gospodarczych dziejów transportu...*, s. 377.

⁸⁸ Z. Landau, J. Tomaszewski, *Gospodarka Polski międzywojennej...*, t. 2, s. 243; t. 3, s. 303.

⁸⁹ K. Jasiewicz, *Transport i łączność...*, s. 201; W. Rusiński, *Żarys historii Gospodarczej...*, s. 276.

⁹⁰ *Delegacja sfer gospodarczych i społecznych...*; nr 23, s. 426; 1928, R. VII, nr 1, s. 3; 1935, R. XIV, nr 3, s. 37.

⁹¹ *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1926, R. V, nr 24, s. 401.

⁹² *Posiedzenie plenarne Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1928, R. VII, nr 7, s. 148.

⁹³ *Posiedzenie plenarne Izby Handlowej i Przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 4, s. 54; 1928, R. VII, nr 13-14, s. 285; nr 19, s. 373; 1929, R. VIII, nr 7, s. 91.

⁹⁴ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 14, s. 217.

⁹⁵ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1925, R. IV, nr 13-14, s. 197; *Sprawy kolejowe*, „Wiadomości Gospodarcze” 1925, R. IV, nr 22, s. 326-327.

⁹⁶ *Dostawa wagonów dla przemysłu drewnego*, „Wiadomości Gospodarcze” 1923, R. II, nr 4, s. 54-55.

⁹⁷ *Wnioski do Państwowej i Dyrekcyjnej Rady Kolejowej*, „Wiadomości Gospodarcze” 1922, R. I, nr 16, s. 254.

⁹⁸ *Ankiety, konferencje, posiedzenia*, „Wiadomości Gospodarcze” 1927, R. VI, nr 4-5, s. 79; 1936, R. XV, nr 6, s. 83.

⁹⁹ *Ankiety, konferencje posiedzenia*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 2, s. 348.

bankers arrived to Poland. They wanted to check economical relations with Poland. The member of CIC Ludwik Kolisher noticed that Switzerland could help Poland with railway carriages and locomotives. Swiss were interested in the electrification of the Polish railway. Marcin Sharski pointed out that Poland had already begun to produce locomotives. Poland needed help in specialists and finances¹⁰⁰.

CIC in Lviv tried to increase the supply of local manufacturers' products for Polish state railway. At the beginning of 1922 the Central Purchase bureau of Polish Railway was established by the Railway Ministry Industrial coteries didn't like this organ, but it continued its work. The result of its work became the irregular orders to the firms in different parts of Poland. In spite of the interference of different industrial organizations the Central Purchase Bureau had been working¹⁰¹. Gradually the factories of Eastern Galicia decreased goods deliveries to the Polish State Railway¹⁰². The Chamber organized a lot of orders to the competitive organs, but in spite of their promises they didn't increase the orders. At the same time railway had great debts. They didn't pay manufacturers for the delivered goods. For example on the 11th of June, 1929 at the plenary meeting of CIC in Lviv Adolf Kiesler asked the Ministry of Communication for speeding up the payments of debts for the delivered wood to the railway directories¹⁰³. During the interwar period the delivery of railway wasn't thought over and it was not favorable for its dealing with manufactures.

So CIC in Lviv was the body which defended the interests of commercial and industrial coteries of the Eastern Galicia before the government. They were also interested in the formation of the profitable railway policy for manufacturers and merchants. CIC took part in different agencies which influenced this policy of the government that's why they could create profitable terms for the coteries they represented.

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¹⁰⁰ *Konferencja z Misją szwajcarską*, „Wiadomości Gospodarcze”, 1922, R. I, nr 1, s. 185-186.

¹⁰¹ *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1922, R. I, nr 1, s. 4; nr 4, s. 53-54.

¹⁰² *Posiedzenie plenarne Izby handlowej i przemysłowej we Lwowie*, „Wiadomości Gospodarcze” 1924, R. III, nr 4, s. 53; 1925, R. IV, nr 18-19, s. 256.

¹⁰³ *Zebranie plenarne Izby przemysłowo-handlowej we Lwowie*, „Wiadomości Gospodarcze” 1929, R. VIII, nr 12, s. 181.

Landau Z., Tomaszewski J., *Gospodarka Polski międzywojennej. 1918–1939*, t. 2, Warszawa 1971.
Landau Z., Tomaszewski J., *Gospodarka Polski międzywojennej. 1918–1939*, t. 3, Warszawa 1982.
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Summary: As the representation of the industrial commercial coteries of the Eastern Galicia, and in some years Volyn, CIC in Lviv had to be interested in the transportation of goods by the most important of the interwar period traffic – railway. Protecting the interests of manufacturers and merchants CIC in Lviv tried to influence profitable tariffs for the transportation of goods. At the same time it tried to improve the quality of transportation. In the interwar period the delivery of railway by the goods of local industry was not developed. The suggestions of CIC in Lviv concerning the railway policy of Poland were not fully taken into consideration. But some of them the government set up and it was favorable for the development of Polish industry and railway.

Key words: Commercial and Industrial Chamber, Eastern Galicia, railway policy, tariffs

POLITYKA KOLEJOWA RZĄDÓW POLSKI W RECEPCJI IZBY PRZEMYSŁOWO-HANDLOWEJ WE LWOWIE (1922–1939)

Streszczenie: Izba Przemysłowo-Handlowa we Lwowie jako reprezentant środowiska przemysłowego i handlowego w Galicji Wschodniej, a w niektórych latach i Wołynia, z pewnością miała obowiązek interesować się transportem towarów koleją. W tym okresie kolej była najważniejszym rodzajem transportu w Polsce. Dla obrony interesów przemysłowców i handlowców Izba Przemysłowo-Handlowa we Lwowie próbowała wpływać na kształtowanie się korzystniejszych taryf dla transportu towarów, na poprawę jego jakości. Przemysł i handel Galicji Wschodniej w dwudziestoleciu międzywojennym nieczęsto uczestniczył w dostawach produkcji dla kolei. Inicjatywy Izby Przemysłowo-Handlowej we Lwowie przeważnie nie były słyszane przez czynniki rządowe. Jednak niewielka liczba jej inicjatyw była wdrożona i sprzyjała rozwojowi tak przemysłu i handlu, jak i kolei.

Słowa kluczowe: Izba Przemysłowo-Handlowa, Galicja Wschodnia, polityka kolejowa, taryfy

ЖЕЛЕЗНОДОРОЖНАЯ ПОЛИТИКА ПРАВИТЕЛЬСТВ ПОЛЬШИ В РЕЦЕПЦИИ ТОРГОВОЙ И ПРОМЫШЛЕННОЙ ПАЛАТЫ ЛЬВОВА (1922–1939)

Резюме: Торговая и промышленная палата Львова как репрезентант промышленно-торговой среды Восточной Галиции, а в отдельные годы и Воыни, безусловно, была обязана интересоваться транспортировкой продукции важнейшим в период между мировыми войнами видом транспорта – железной дорогой. Защищая интересы промышленников и торговцев, Торговая и промышленная палата Львова пыталась влиять на выгодные для них тарифы на перевозку товаров. Одновременно пыталась повлиять на улучшение

качества перевозки. Поставка железной дороги товарами местной промышленности в период между мировыми войнами была не развита. Это, безусловно, беспокоило Торговую и промышленную палату Львова. Предложения Торговой и промышленной палаты Львова по железнодорожной политике Польши чаще не выполнялись. К слову, некоторые из них власти ввели тем самым, способствуя развитию, как польского производства, так и самой железной дороги.

Ключевые слова: Торговая и промышленная палата, Восточная Галиция, железнодорожная политика, тарифы