

Airways about 1935.

Air communication in the area of Central Europe had a slow beginning after the First World War. In consequence of the measures of the peace-treaties the states provoked against each other have hindered the transportation of passengers, news, mail, newspaper and goods between each other by introducing passports, censure, tariffs and prohibitions. Air communication had been much more disapproved of, and - especially at the end of the years of 1930 - flying across the major part of their territory had been prohibited. Aeroplanes were allowed to ply on strictly fixed air-lines and air-ports.

The economic expansion of Germany towards Central Europe and the Balkans, and her increasing influence has led to the establishment of international airways in the second decade followed the First World War. The major part of international service had been carried out at the beginning by the organisation and aeroplanes of the German Lufthansa; later the air navigation companies of the other states too, joined it. In certain states, for example, in Hungary, the development of commercial air-service had been hindered by the fact that military air-service was forbidden by the peace-treaties. This made its influence felt disadvantageously as regards the construction of machines, experimenting, as well as pilot's training, and hampered the development of civil air-service as well.

In population the largest and in economic institutions the richest city: Vienna became the most important center of air-traffic in Central Europe. Its well-located position too, makes it suitable to be an important center on the northwest-to-southeast and the north-to-south line. The long distance cross-communication made Budapest increase in importance. Here was the intermedial landing-place on the world's longest air-

line, on the Dutch line between Amsterdam and the East Indies. On the lines running from Central Germany towards the Balkan Peninsula, or from Poland towards the Balkans and the Adriatic Budapest is much more suitable to be a landing-place than Vienna. In accordance with the development of the long distance air-traffic Beograd and Bucuresti gained in importance as well. The two most important air-ports of the northwestern area were Leipzig and Prague.

The bad system of communication in the western section of the Balkan Peninsula could not be improved by air-service. Air transport was carried out only on the Beograd-Sarajevo-Split line, having a branch down to Dubrovnik. There was no connection between the Central European air system and the Russian airways. We possess no data of the latter. The air-service between Central Europe and the near eastern areas was fairly developed through Athenes and Istanbul.

1936	Per one person number of mail	Per one person wire apparatus in 1000	T e l e p h o n e apparatus Per 10.000 i. call	Per one person call	Number of motorcars	Per 1000 inhabi- tants
Austria	113.89	0.37	280	41.4	47.512	7.03
Czecho-Slovakia	47.07	0.29	208	13.7	105.527	6.9
Poland	25.86	0.11	249	7.3	34.324	1.003
Hungary	51.97	0.26	137	15.2	21.295	2.36
Roumania	19.3	0.21	58	2.99	25.070	1.29
Jugoslavia	22.4	0.23	52	3.43	14.784	0.97
Bulgaria	23.25	0.40	22	3.5	4.270	0.68
Combined:	34.9	0.22	1.006	9.5	227.712	2.15
Germany	95.9	0.31	3.431	51.1	1.564.600	23.3
Italy	61.4	0.61	537	12.5	439.994	10.3
Soviet Union	7.4	0.48	861	4.97	514.440	2.97



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