

Series 1: Telegraph – International Traffic

Map 1: *Telegraph - International Traffic, 1860*

The map shows the international traffic in telegraphy for the year of 1860. All data are for 1860. Figures on transit traffic for Baden, Belgium and Prussia are estimates. Unfortunately, information on the amount of international telegraphy from and to the United Kingdom is not included due to the lack of sources. British telegraph companies were private at this time and did not provide the authorities in the UK with relevant information. We may regret this, since the British telegraphy sector was one of the most international of all European nations. The map shows that France, Prussia, Austria, the Netherlands and Belgium had in volume by far the biggest amount of international telegraph traffic. We may conclude that the size of a country does not matter much, when comparing the amount of telegraphy traffic of Belgium with the amount of traffic from and to Russia.

Map 2: *Telegraph - International Traffic, 1870*

The map shows the international traffic in telegraphy for the year of 1870. Data are for 1870, except for United Kingdom, where no data is available before 1872. Instead, the total amount of international telegraphy traffic to and from the UK is displayed (1.871.323 telegrams exchanged in 1870), but the source does not enable us to make a distinction between outward, incoming and transit traffic. Of all European states in 1870, the North German Confederation – a federation of states dominated by Prussia – had the biggest amount of international telegraphy. It is remarkable that the amount of international telegraphy of this federation is bigger than that of the UK – a state with a vast colonial empire. In third place is France, closely followed by Austria. A big gap in volume of traffic appears with position five, i.e. Belgium. There is a noticeable difference in the level of international traffic within the Habsburg Empire, with Hungary having no transit traffic at all.

Map 3: *Telegraph - International Traffic, 1880*

The map shows the international traffic in telegraphy for the year of 1880. All data are for 1880, except Italy (1879), Spain (1879) and the Ottoman Empire (1884). The amount of international telegraphy to and from the United Kingdom and Germany are more or less doubled when we compare to the situation in 1870. The French volume of international traffic also shows an important increase, just as – albeit at a smaller scale - the Dutch and Belgium international traffic does. The map shows an enormous contrast between the amount of international telegrams exchanged in North Western and Central Europe as compared to the traffic to and from the countries in the Iberian Peninsula and – even more extreme – those in the Balkans. The relative importance of transit telegraphy in Portugal and Denmark is striking.

Map 4: *Telegraph International Traffic, 1890*

The map shows the international traffic in telegraphy for the year of 1890. All data are for 1890 except for Portugal (1887) and Serbia (1891). International telegraphy to and from Germany, the United Kingdom, and France has doubled again if compared to the level of

1880. A core region of communication by international telegraphy in Europe can be distinguished in the map: North Western Europe, Central Europe plus Italia and Russia. Nearly land-locked countries like Austria-Hungary or Russia were as much a part of the international flow of communication by telegraph as Western Europe. The lagging behind of the countries in the Balkans is striking, while the fact that Portugal, Denmark and Greece show the highest proportion of traffic in transit telegraphy is less surprising in view of their geographic position.

Map 5: *Telegraph International Traffic, 1890*

Note: Map 5 is identical to the previous one (Map 4) except for the scale being used.

Map 6: *Telegraph International Traffic, 1900*

The map shows the international traffic in telegraphy for the year of 1900. All data are for 1900, except Serbia (1899) and Turkey (1901). When we compare the volume of the international traffic on this year with 1890, it turns out that in many European countries in this ten-year period the amount of international traffic more or less increased by a fifty percent (in Germany, Austria and Belgium, for example). The growth of the amount of transit telegrams arriving in Portugal, as well as an enormous increase of international telegraphy to and from the Ottoman Empire, is striking.

Map 7: *Telegraph International Traffic, 1910*

The map shows the international traffic in telegraphy for the year of 1910. All data are for 1910. Data on Portugal is missing: After a revolution in 1910, Portugal did not send the central office for telegraphy relevant data for several subsequent years. Again, an increase in the amount of international telegraphy traffic compared to ten years before can be distinguished in the diagrams. The pace differed per country, though. The Austrian and British telegraphy systems handled an increase in international traffic of a one half, Belgium of a third, for example. Interesting is the high proportion of transit traffic in Denmark, Sweden, Switzerland, and Serbia.

Map 8: *Telegraph International Traffic, 1920*

The map shows the international traffic in telegraphy for the year of 1920. Data are for 1920, except for Austria (1921), Bulgaria (1921), Norway (1919), Russia (1921) and Turkey (1925). Due to the turmoil of the First World War and its aftermath, for these countries no data are available for 1920. The map shows that international telegraphy to and from the United Kingdom and France was for the first time bigger than the amounts of telegrams exchanged to and from Germany. Also striking is the relative growth of the amount of transit telegrams exchanged from and to the UK and France. Portugal is 'the odd one out' with its enormous amount of international transit traffic. Noticeable are the absence of any transit telegraphy in Greece, and the dwarfing of the volume of international telegraphy in Russia (Soviet Union) compared to the pre-revolutionary period. The effect of civil war in this country are reflected, where traffic has become so small that it cannot be graphed at the scale used in the map.

Map 9: *Telegraph International Traffic, 1930*

The map shows the international traffic in telegraphy for the year of 1930. Data on this map are for 1930, except (1929). This map pictures the United Kingdom as Europe's number one in the amount of international telegrams exchanged in this year; Germany comes in second, and France is ranked number three. Compared to 1920, this map of 1930 shows that the German international telegraphy has recovered to a more substantial level. The low level of international telegraphy in the Soviet Union is remarkable if compared to international communication by telegraphy to and from Russia twenty years before.