



## THE IMPACT OF THE CONSTRUCTION OF THE TRANSCASPIAN RAILWAY ON THE ECONOMIC AND TRADE RELATIONS BETWEEN RUSSIA AND BUKHARA

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### **Abstract:**

The article focuses on the role of the Trans-Caspian (Central Asian) Railroad to increase the trade turnover between Russia and Bukhara in the late XIX-early XX centuries.

**Key Words:** Trans-Caspian Railway, Kagan, Cotton, Factories, Trade, Sale, Cotton Cleaning Machines & Pressing

### **The Impact of the Construction of the Transcaspien Railway on the Economic and Trade Relations between Russia and Bukhara:**

The transformation of Turkestan into a colony, the Bukhara and Khiva khanates into semi-colony opened wide opportunities for the penetration of Russian industrial goods to Central Asia and export of local raw materials to Russia. But traditional historical caravan transportations could not ensure the uninterrupted delivery of a growing scale of goods turnover from one end to the other and back.

Of great importance in resolving this matter was the construction of the first major railway line, Transcaspien, which connected Russian industry with Central Asian raw materials and sales market. On November 25, 1885 it was received an order to build this railway. General M.A. Annenkov was appointed as a leader of the work, and at the beginning an engineer, Usov, then Prince Khilkov, were the builders of the railway road. On 30 August, 1884 it was decided to build a road to Ashkhabad. On April 22, 1885, it was decided to lay it up to Chardzhui. On June 25, 1885, a new order was received on the construction of the third section of the road from Chardzhui to Samarkand.

With the introduction of the Trans-Caspian Railway, the picture has changed dramatically: a new figure-station trader appeared in the cotton trade, with the help of which the cotton buying concentrated at the stations. Kagan, as the main junction station of the Trans-Caspian railway in this trade took precedence. Firstly, the station was near the largest shopping center of the Khanate of Bukhara. Kagan was, as it were, the center around which cotton planting regions were concentrated. Secondly, Kagan concentrated on its structure the Financial capital, the intermediary and trade capital, and the primary cotton processing industry. All this contributed to the speedy sending it to Russia.

Completion of the Kagan-Bukhara, Kagan-Termez railways such emirate's districts as Karshi, Shakhrisabz, which had previously led to the Trans-Caspian road and were selling goods through this highway, sent agricultural products through Kagan. And still there is very essential detail. Contemporaries noted: "The Central Asian railway line did not bring benefits to anyone such as the Transcaucasian railway, which soon comes into contact with the Vladikavkaz-Tiflis or Vladikavkaz-cotton growing areas, as a result, the rest will benefit a lot, Petrovsko-Baku, South Russian railways: Transcaucasian, Rostov-Vladikavkaz, Gruze-Tsaritsynskaya, Saratov-Kozlovskaya. Kursk-Kharkov-Azov and Yekaterinburg, through which goods will be delivered to the main markets and factory centers of Nizhny Novgorod, Kharkov, Rostov, Kiev, Samara, Simbirsk, Kursk, Yekaterinoslavka, Poltava, Romny, Ivanovo-Voznesensk, and others.

But the exit from Bukhara to the Trans-Caspian, and from Trans-Caspian to the central regions of Russia could be through the only complex, Kagan. The Bukhara Khanate began to occupy a more prominent place in Russia's trade with Central Asia. The export of cotton, wool, carpets, raw silk, dried fruit and other goods increased. Factory products and wheat products were imported from Russia to Bukhara. On Bukhara on the eve of the First World War, the manufactory was imported annually - by 15.5 million rubles, food products to 9140 thousand rubles, metal, glass, glass, ceramic products to 2273 thousand rubles, etc.

"In the bazaars of Bukhara," writes Vacilik. I. Ya.,- more and more European goods began to appear. The whole rows of shops of the main bazaar are filled not only with the Moscow chintz, directed towards the eastern tastes. But already in abundance can be found postal paper, notebooks, interwoven notebooks, steel pens, inkpoints, rulers, bills, etc. Lamps of all kinds, vessels for storing kerosene, funnels, wicks, burners, word accessories have appeared in a huge selection. From metal products, along with boilers, samovars, copper basins, which were encountered Russian-made peculiar oriental jugs with an antique and slender neck, trays of every kind, candlesticks, scissors. Knives, locks, nails, hooks, hammers and working tools.

“Just a few years ago, at the end of the 19th century,- Ignatiev V. wrote,- Haberdashery goods were almost brought in significant numbers, about 150,000 rubles. Recently, the use of kerosene lamps was almost unknown in Bukhara: they were only in the richest houses and they were in the form of decoration. But now kerosene lamps penetrated even in the distant from the main Bukhara families. In general, Bukhara khanate is now imported kerosene not less than 50000 pounds annually. “

Negotiations between Russia and Bukhara about the place of cotton sale lasted from 1897 to 1911. During their course, a Russian political agent was convened meeting of interested parties in New Bukhara, that is to say, representatives of the Bukhara government in the Russian cotton buyers, in which these matters were discussed.

At the beginning of the 2nd century, only large wholesale cotton buyers in the khanate were counted 17, who through their agents and local brokers made deals in cotton areas such as Gijduvan, Carmine, Karakul, and in the cities of Old and New Bukhara. According to the information given by I.Ya.Vatslik Turkestan, the largest cotton production center in Central Asia, in the late XIX early XX centuries. It produced about 1.0-1.21 million pounds of fiber per year. The author provides a complete list of the largest cotton centers in Bukhara, and also dwells on the problem of the further development of cotton growing through the creation of a cotton-cleaning industry in Chardzhou and New Bukhara.

In the capital of the Khanate there were several trading companies specializing in the purchase, pressing, cleaning and sending cotton. The big Yaroslavl manufactory bought here purified cotton, which was pressed on two hydraulic presses located in Kagan, moreover, three hand presses were supplied by the company to areas of the Zerafshan valley, from which a significant amount of cotton flowed into Bukhara and then in the city of Kagan. In 1890, a representative of the company "Reichem and Dzheventsky" who bought cotton for Lodz built a cotton-cleaning plant in Kagan: according to V. Masalsky This plant had the only special machine in Central Asia which separated the husks from the raw material. Another factory was located at the Samarkand gate of Bukhara, which did not work from a steam engine, but from the horse drive. Modern cotton cleaning plant was constructed in Sarapul. Such kind of plant was also in Karakul. This information shows quite clearly that cotton growing and the highly developed Bukhara processing are satisfactory, but the further development of this industry was hampered by the absence of a branched irrigation system.

The development of trade and economic relations, the penetration of Russian finance capital into the Bukhara Khanate, the laying of the Trans-Caspian railway opened up wide opportunities for more accelerated construction of industrial enterprises. The Russian capitalism, patriarchal-economic relationship, strengthening of commodity-monetary contributing to shattering relationships did not set the task to destroy completely feudal relations, feudal forms of exploitation, but on the contrary, it helped to the precedents of feudal-patriarchal relations of capitalists and landowners. To this it should be added that the industry that was emerging in Kagan was developing one-sidedly, mainly because of the existence of the emirate through the processing industry.

In Kagan, where all transport offices, ginning factories, sale firms were concentrated; cotton cleaning plants were built very fast. In 1890 there were 2 cotton cleaning factories; in 1899 their number reached 5. All of them worked at ginning steam, cleaned the cotton from husks and seeds in the machines (guzomolka and gin) and pressing it into bales, and sent them to Russia. More than a million pounds of cotton were worked out each year in New Bukhara, partly going to Moscow, partly to Lodz.

In conclusion what can we say. During these years a lot was exported from Kagan, even old cotton, which was already in use. About 50,000 pounds of worn-out and unsuitable raw materials for pillows and other wadded goods are sold out, and the production is cleaned. For second-rate this second wool was sold at the same price as cotton. In Lodz the factory of Poznansky was crafted from recycled paper, low-grade pure wool, which was sold in Russia at 25-40 copecks. By 1903, in Kagan it was counted 6 cotton-cleaning plants. And here it is important to pay attention to the fact that the Bukhara government built its plant in this city. In addition to the factories of the Bukhara government, the factories of the Poznansky and Co. Joint-Stock Company operated in the trade association of the large Yaroslavl manufactory in Kagan. Of the 52 industrial enterprises in this region, 26 were located in Kagan. This was facilitated by the availability of raw materials. Kagan, being a large railway junction of Common Bukharian value, concentrated the most part, industrial enterprises were the nucleus around which mainly detachments of the working class were created.

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