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TRADE RELATED OF THE CITIES OF THE TURKESTAN GENERAL GOVERNORATE AT THE END OF THE 19TH CENTURY

Abstract: The article examines the trade relations of the city of Kokand with the Turkestan Governorate General, Bukhara, Kashgar. Trade turnover with the Kazakhs, Kyrgyz, East Turkestan. The main goods imported to Kokand and exported from Kokand. Trading partners of Kokand. Annual trade turnover with neighboring countries. Caravan routes between Bukhara, Tashkent and Kokand. Indian goods imported to Kokand via Bukhara and Chinese goods from East Turkestan.

Keywords: Kokand, Tashkent, trade, market, traders, trade relations, merchants, goods, Bukhara, Tashkent, caravan.

Introduction.

In the economic life of Tashkent, Kokand and Samarkand, foreign trade with Bukhara, Khiva, Kashgar, India, Afghanistan, Iran and especially with Russia was of great importance. After the tsarist troops had established themselves in Tashkent (1865) and tsarism could dictate its terms to the neighboring khanates, in 1867, after the formation of the Turkestan General Governorate, the Orenburg and Siberian customs lines were inside the country and, naturally, were removed. [1]

One of the first measures in this regard by the first Turkestan Governor-General K.P. Kaufman was the conclusion of a trade agreement with the Kokand Khanate in 1868. As a result of this agreement, all cities and villages of the Kokand Khanate without exception became open to Russian merchants. They

were allowed to have their own caravanserais in any place, in which they could store goods. In order to monitor the correct course of trade and the legal collection of duties, Russian merchants were granted the right, if they wished, to have their own trade agents in any city.

The actual data shows that Kokand the Khanate and Tsarist Russia were mutually interested in establishing trade relations, although at the time in question Russia was practically receiving much more benefit from trade than Kokand. Tsarist Russia dictated its trade conditions to the Khanate. Kokand could not do this. Kokand's dependence was especially clearly expressed in the trade agreement of 1868, according to which fixed duties were established on exported goods in the amount of 0.5% of their value. Russian trade caravans were also allowed to cross from the territory of the Kokand Khanate to neighboring countries without paying customs duties and were guaranteed free and safe stay in the Khanate. Russia's trade relations with the Kokand Khanate influenced the development of agriculture and the penetration of some elements of Russian culture into everyday life. The Kokand Khanate gradually turned into one of the raw material regions of the light industry of Tsarist Russia and one of the external bazaars. The material we are studying also shows that successful Russian- Kokand trade relations played a generally progressive role for the Kokand Khanate. But for the city of Kokand they played a negative role, since the introduction of Russian goods slowed down the development of some branches of local industry and displaced some types of handicraft goods from the Kokand bazaars.

All goods coming from the Russian borderlands to Kokand or from there to Russia were to be taxed at the same rate as in the Turkestan region, i.e. two and a half percent of the value of the goods. Russian merchants with their caravans were granted free and safe passage through the Kokand lands to the lands adjacent to Kokand. These conditions were very advantageous for Russian trade and therefore it is not surprising that M. A. Terentyev wrote: "Of all the

bazaarss, we can consider only Kokand to be ours, surrounded on three sides by our lands and cut off from the rest of our neighbors by almost impassable mountains". [2]

Main part.

In Kokand and other cities of the khanate, mainly Russian goods were brought from Tashkent. Kokand traded with Russia through Tashkent, in total, 10 thousand to 15 thousand camels passed between these cities per year. The trade turnover between Tashkent and Kokand by the middle of the 19th century was about 7 million rubles.

The proximity of Tashkent to the cities of the Kokand Khanate gave Tashkent merchants the opportunity to conduct lively trade with these cities, which created a turnover of capital several times a year. The merchants themselves said that it was mainly small traders who traded with the cities of the Kokand Khanate. Larger capitalists of Tashkent kept their clerks in these cities, who informed them of the needs of these places, and thus gave them the opportunity to conduct correct and risk-free trade. In terms of the total amount of annual turnover, trade with Kokand occupied first place in the trade of Tashkent merchants.

It should be noted that exports from Kokand to Tashkent always exceeded imports. This is explained by the fact that, firstly, Kokand goods were transported through Tashkent to the Kazakh steppe and Russia, and secondly, in addition to their own products, Kokand merchants brought in transit Chinese and Indian goods.

After the conquest of Tashkent by Russia, the trade turnover between Tashkent and Kokand increased. Kokand began to receive a larger amount of Russian goods through Tashkent. In 1870, the Turkestan Governor-General Kaufman, "in order to develop local trade and industry and to ensure that all residents of this region have the most profitable, reliable and quick sale of their products, deigned to establish two fairs in the city of Tashkent annually, namely:

one in the fall from April 1 to April 15" [3]. To attract merchants to the fair, the Turkestan Governor-General abolished the duty on goods brought to Tashkent. Caravans from Central Asia, Afghanistan, Iran, China, and India began to arrive here.

In terms of turnover at the Tashkent fair, Kokand took second place after Russia. Kokand merchants took the most active part in the Tashkent fair. If the turnover in trade was 6,225,888 rubles [4], then only in Kokand, goods worth approximately 1,690 thousand rubles were exported from this amount.

In the Kokand-Tashkent trade, the leading place belonged to Kokand merchants. The share of Tashkent merchants in this trade was about 30 percent of the total trade turnover between these cities.

There were traditional trade links between Kokand and the southern and southeastern regions of nomadic Kazakhstan. One of the authors of the Russian Geographical Society wrote: "The role of Kokand traders annually disperses across the steppes separating Kokand from Russia and China and exchange quilted cotton robes, blankets and various types of fabric for leather, cattle, wool, fat and furs". [5]

In the 20-30s of the XIX century, the Kokand rulers built a number of fortresses in the territory of Southern Kazakhstan, such as: Jani-Kurgan, Djulek , Din-Kurgan, Ak-Mechet, Kamish -Kurgan , Aulie-Ata and others. Each of them had military barracks, mosques, warehouses and forges. Trying to facilitate the purchase of raw materials by Kokand merchants and to strengthen the sale of the urban handicraft industry, residential buildings for traders, shops and bazaars were subsequently built in these fortresses. In some of these fortresses, trade developed and large caravans from different cities began to come here. But the main suppliers of goods to the Kazakh steppe were merchants from Tashkent, Kokand and Andijan [6].

To the Kazakh steppe dukhabs, robes, boots, cauldrons, knives, blankets, and also decorative items were exported from Kokand. As G. Kolmogorov

stated, “decorations of the best finish made of silver and gold, as well as knives, daggers, whips in sheaths and frames, and belts with gold and precious stones were brought ready-made from Bukhara, Kokand, and Tashkent” [7].

The main exports from the Kokan Khanate were silk fabrics, silk, goat wool, horses, and narcotics. The Central Asian horse trade was one of the most profitable sources. In addition, 20 lakhs of gold were exported from Central Asia to India annually. The Kokandis brought products made of Russian iron, cast iron, and steel to the Bukhara bazaars, as well as rice, tobacco, and sometimes Chinese and local silk fabrics, tea, and porcelain ware. But these trade relations were interrupted by internecine wars. However, trade relations between Kokand and Bukhara had their advantages. For example, carts were used to transport goods along the Kokand-Bukhara road, because "these lands themselves created conditions for merchants to transport such goods". But the main carrier was the camel. The caravan traveled from Bukhara to Kokand in 20-22 days. They paid 2.5-3 gold for a cargo camel. The route of the caravan was as follows: Bukhara-Samarkand-Jizzakh-Zomin-Oratepa-Khujand-Makhram-Besharik-Kokand. Also: Bukhara-Samarkand-Yangikurggan-Jizzakh-Rovot-Jom-Oratepa-Khujand-Makhram-Besharik-Kokand.

From Tashkent to Kokand there was a caravan route, which was convenient for traveling by cart. This road crossed the Chirchik River on a ferry near Koyluk and the Syr Darya before Chilmakhram. The road from Avlieta to Kokand was difficult. It passed through the mountains, passing the Karabura and Chanysh rivers, through Namangan and through the village of Eskiabad to Kokand. Thus, the caravan had to go 20 miles along a dirt road in the Fergan Plain, passing the Syr Darya at Sang. The road from Namangan to Tashkent passed through good and populated areas. From Osh to Jizzakh there was a large caravan route, which was easy to travel by cart and by cart, it lay mainly through the Fergana Valley. This road also led to Margilan, Kokand and Khujand. From Kokand to Kulob through the territory of Karategin and Vokhan there was a

road to Rishton, Langar, the Shokhkend pass, Chimildir and Khanabad. Trade relations between Kokand and Russia grew stronger every year. For example, I. I. Yanzhul analyzed the duties paid to the Orenburg customs for a hundred years (1758-1853). Russian merchants used to receive 100 percent of profit, then from 70 to 50, but not less than 40 percent. Analyzing the figures, I. Yanzhul noted that from 1758 to 1855, the export of goods increased from 174,000 to 2,171,000 silver rubles, and import - from 37,000 to 676,000 silver rubles.

1870, a fair was established in Tashkent. Of particular interest is the information about the turnover of goods of Kokand merchants, allowing us to imagine the scale of Kokand -Russian trade in connection with the opening of the fair, demonstrating the ever-increasing role of the Kokand Khanate in the supply of raw materials, especially cotton, mats, and silk. Thus, a total of 206,039 rubles worth of cotton were brought to the fair, including 191,052 rubles from Kokand, 118,417 rubles worth of mats, including 88,440 rubles from Kokand, including 23,779 rubles from Kokand, 17,007 rubles worth of silk, including 14,614 rubles from Kokand [8].

After the formation of the Turkestan Governorate-General and until the end of the 80s of the XIX century, imports to the city of Kokand exceeded exports. Since the 90s, the export of goods from Kokand costs several million rubles. Thus, in 1894-1895 the difference in favor of Kokand was 13,956,132 rubles. During the revolution of 1905-1907, there was a significant decrease in trade between Kokand and Russia, for example, in 1905, only 2,156,186 pounds were sent from Kokand to Russia. 4,333,081 pounds arrived from Russia. The decrease in freight turnover that year is explained by mass strikes of railway workers and a shortage of rolling stock. The decrease in trade turnover in Kokand also affected the reduction of trade and industrial enterprises.

Central Asian traders exchanged their goods in the steppe for small and large cattle. Thus, traders annually brought up to 200 thousand heads of rams to Tashkent, about 100 thousand to Kokand and 100 thousand to Bukhara [9].

Speaking about the successful barter trade of Tashkent and Kokand residents with the Kazakhs.

Later, in the territory of Southern Kazakhstan, grain cultivation began to develop and grain from these places began to be exported to the Fergana Valley. In the summer, on bazaars days, 80 to 100 carts with grain alone arrived at the Kokand bazaars [10].

Regularity and improvement of trade in general also depended on the conditions of transport and the caravan routes themselves. In this regard, the Kokand and Bukhara traders had their advantages. The road between these cities was flat and carts were often used to transport goods.

One of the main items exported from Kokand to Bukhara was silk and silk materials, of which up to 8 thousand poods per were exported year [11]. According to some authors, Kokand silk was of higher quality than Bukhara silk. The best quality silk, called “chilla”, was produced in Kokand. This variety was exported to Bukhara, and from there to Afghanistan and India.

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