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## The Russian industrial cities end of XIX: The beginnings of the XX centuries in the Bukhara emirate

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### Abstract

**Background:** The article describes the role of Russian settlements in the economic life of the Bukhara Emirate in the late XIX and early XX centuries.

**Methodology:** For the first time, industrial enterprises that were established in Russian settlements of the Bukhara Emirate were illuminated comparative-historical analysis.

**Results:** The article is important because it is based on archival documents and comparative analysis of international and local literature and historical research.

**Conclusion:** The construction of Russian capital and railways in the Bukhara Emirate in the late XIX century was played an important role in the emirate economy of Russian and local investors, which led to the launch and development of industrial enterprises.

**Keywords:** Russian settlement, joint-stock, partnerships, railway, factory, transport office

### 1. Introduction

After the conquest of Bukhara by the Russian Empire, according to the treaty of 1873, the migration of Russian citizens to the territory of the Bukhara emirate was accelerated. With the development of trade between the two countries, Russian businessmen in the emirate began to be increasingly attracted by the empire. In addition, the construction of the Caspian Railway began to increase the profits of Russian citizens, with the transplant and deployment of imperial military units, the creation of a customs system in 1985, the construction of the Amu Darya flotilla, the Samarkand-Termez road and other reforms.

The social and national composition of Russian citizens who came to Bukhara and settled in the villages was not the same. Russian settlements consisted mainly families of military personnel, large and small traders, artisans, railway workers and others. Apart from that, non russian nationalities were settled by armenian, jewish, tatar, persian and other peoples. Unlike the governorship of Turkestan, Russian peasants transplanted in the Bukhara Emirate have no control.

### 2. Literature review

In the late XIX and early XX centuries, with the arrival of the railway in the Bukhara Emirate, Russian industrial cities appeared. In agriculture, the focus is on cotton production. Especially when the Bukhara Emirate became a colony of the Russian Empire, the development of emirate agriculture in the production of raw materials for Russian industrial enterprises and reforms aimed at expanding the area of cotton and irrigated land.

On mutual economic agreements signed between the Russian Empire and the Bukhara emirate, economic reforms in the emirate, Russian settlements I.D. Logofet <sup>[1]</sup>, V.V. Bartold <sup>[2]</sup>, Seymour Becker <sup>[3]</sup>, G. Normurodova <sup>[4]</sup>, A. Gubarevich-Radobylsky <sup>[5]</sup>, T.G. Tukhtametov <sup>[6]</sup>, A. Gafurov <sup>[7]</sup> such as the researchers worked.

A. P. Fomchenko <sup>[8]</sup> gives information about industrial cities that were created in the Bukhara Emirate, S.I. Gulishambarov <sup>[9]</sup>, S.R. Konopka <sup>[10]</sup>, A. Ryabinsky <sup>[11]</sup>, N. Paskutskogo<sup>2</sup> Economic regions of Central Asia, the introduction and significance of the Central Asian railway, as well as industrial cities and local owners of the Bukhara emirate.

Researcher V.I. Massalsky <sup>[13]</sup> examined ginneries in Turkestan, the Trans-Caspian region, the Bukhara and Khiva khanates, the TsGA RUz, F-I-3, I-3 <sup>[14, 15]</sup> and the "Niva" magazine have valuable information about factories built in new Russian settlements created in the Bukhara Emirate.

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### 3. Methodology

This article uses methods such as research storage, a problem-territorial approach, historical and cultural continuity and coherence, and comparative historical analysis to learn about Russian industrial cities in the Bukhara Emirate of the late XIX and early XX centuries.

### 4. Results and Discussion

Economic relations between the Russian Empire and the Bukhara Emirate have an important role in the development of the economy of the Bukhara Emirate. Agreements signed between the two countries include the construction of light industry enterprises, the construction of railways, the creation of Russian settlements around them, the opening of shopping centers and the development of agriculture.

Including, in accordance with the "Rules on the management of the economy and the improvement of settlements near the railway stations of Chardzhui and Bukhara", signed between the Bukhara Emirate and the

government of the Russian empire on June 23, 1888 <sup>[1]</sup>, the construction of Russian military settlements in the cities of New Bukhara (Kagan, 1888), New Chorghui (1886), Kerki (1889), Termez in 1892-1894, Saray, Farab in 1905, meant the socio-economic dependence of the Bukhara Emirate on the Russian empire.

Bukhara citizens also had the right to settle in Russian settlements by agreement of a political agent with the Bukhara government.

With the Trans-Caspian railway in the Bukhara estates, the first Russian settlement arose within the emirate - near the Amu-Darya station, near the Bukhara city of Chardzhou. A new city - Chardzhui began to be created in December of 1886. First, a railway building was built for the station and several barracks made of railroad ties for employees of the road. Soon, not far from the station on earth, purchased from the Bukhara government, barracks were erected, which housed the 3rd Turkestan Line Battalion <sup>[2]</sup>.

**Table 1:** List of population in New Bukhara at the end of the XIX and the beginning of the XX centuries <sup>[3]</sup>.

Russian settlements	Population (per person)			
	End of the XIX century		The beginning of the XX century	
	In 1893	In 1895	In 1910	On the eve of World War I
New Chorghui	2500 people	4,500 people	8000 people	15,000 people

The favorable position of the city, located at the intersection of the shipping Amu-Darya and the railway line, contributed to the rapid growth of the city and its transformation into a relatively large commercial and industrial center. On the eve of World War I, there were more than 300 different trading establishments in Chardju, more than 22 factories (6 cotton clean factory, 2 wool refineries, 10 brick factories, 1 distillery, 1 creamery, 1 malt root pressing, 1 root pressing, etc.), railway workshops, workshops of the Amu-Darya flotilla <sup>[4]</sup>.

A major step forward in the development of industrial production in the emirate is the emergence of cotton clean factories.

The city of New Bukhara is one of the economic, industrial centers of the Bukhara Emirate, and the city has its own unique history. By the end of the 19th - beginning of the 20th century, New Bukhara was formed as a capitalist city of the European type. The historical significance of the city of New Bukhara in the development of the economy of the Bukhara Emirate and Russian-Bukhara relations is indisputable, since more than half of industrial enterprises were concentrated in the city, besides many industries laid the foundation for the industrial development of this region and developed only in New Bukhara.

New Bukhara was formed only with the holding of the Central Asian highway and became the focus of the alien population. On June 23, 1888, the Russian government signed an agreement on the construction of the Russian settlements at railway stations and steamboat piers in the Bukhara Emirate and the Russian colony of New Bukhara was founded in the Kagan area in the same year. The Russian settlement of New Bukhara was founded, near the Kagan station, the Trans-Caspian railway, (12 kilometers from the Bukhara capital) on the land ceded by the Bukhara government of Russia.

By the end of the XIX century, he stretched along the railway for two verst. It became the main street of the city, where all state-owned and private institutions, commercial

and industrial establishments and shops were located, and factories, military barracks and several private houses were located on the other side of the railway. Here is the seat of the Russian Political Agent under the Emir of Bukhara. The city is developing in trade and industry very successfully.

With the growth of trade and economic relations, the increase in freight turnover between the emirate and Russia, the absence of a railway connection between and old New Bukhara became noticeable. Emir in 1898 in St. Petersburg, leading negotiations on the construction of the railway line, agreed. Construction began in 1900 and passed quickly, as a result, on September 23, 1901, an act was drawn up on accepting this branch into the Central Asian Railway <sup>[5]</sup>. Now goods from Russia began to be sent and delivered through the station of Old Bukhara. Thus, New Bukhara became a railway junction connecting the Bukhara branch of the Central Asian road with its main highway. Railway construction in the Khanate ensured the development of internal and external economic relations of Bukhara with the central industrial regions of Russia. It became one of the most important factors for the further development of feudal cities such as Bukhara, Karshi, Termez, Guzar, Sherabad, Kalif and the new Russian capitalist settlements like New Bukhara (Kagan), New Chardzhui, New Termez, Karki, a special place among which was occupied by New Bukhara. With the Trans-Caspian Railway, the view changed dramatically: a new figure appeared in the cotton trade - a stationery trader, with the help of which the purchase of cotton was concentrated at the stations. New Bukhara as the main nodal station of the Trans-Caspian railway, had priority in this trade. The development of trade and economic relations, the penetration of Russian financial capital into the Bukhara Khanate, the laying of the Trans-Caspian railway made it possible to begin more systematic construction of industrial enterprises.

New Bukhara, as a nodal point of the Central Asian Railway and its two branches, very quickly turned into a large center of Russian and local trade, into a large industrial center.

Especially high turnover gave the trade in cotton, petty trade in various factory goods, manufactory and haberdashery.

In 1890 there were already several transport offices, several shops and shops in New Bukhara, in 1891 a branch of the state bank opened [6].

In New Bukhara there is an internal customs office in which duty is cleared for goods arriving in transit, mainly from Batum-Baku-Krasnovodsk, as well as for inspection of

goods destined for export in Afghanistan through Pendinsky, Saraysky and Patta-Hisar customs.

Between 1891 and 1904, there were several ginneries in New Bukhara. These include the Bukhara government, the Pole and Vishnyak, merchant V.I. Leva, Balabaev, joint stock company Poznansky and K<sup>o</sup>7. In 1904, ½ verst from Kagan, the major Russian capitalist Leva, managed a cotton clean factory [8].

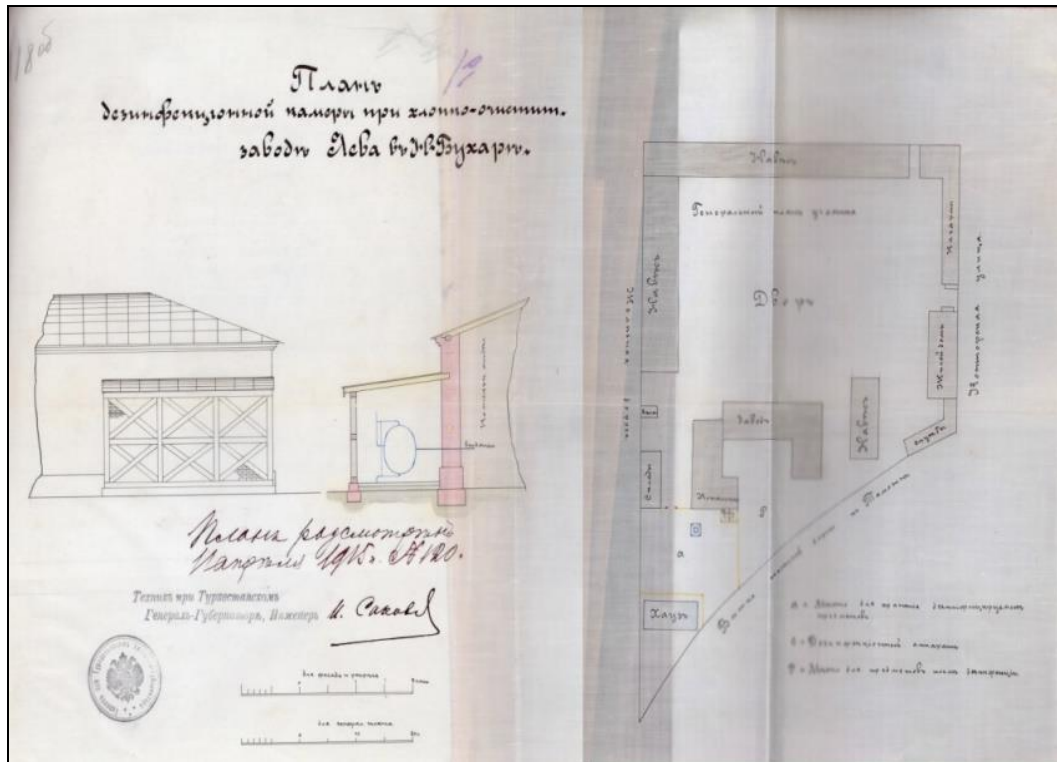


Fig 1: Plan construction factory

During the past ten years, the goose-shattering and cotton clean factories have been opened in all the main cotton points of the Emirate. Now, There is 9 guzolomochnyh factory in the Emirate. In 1905, the city of New Bukhara was 3 factory, which is a society for trade in Persia and Central Asia, the Great Yaroslavl Manufactory and the merchant Flaksmana [9].

A complete list of factories, commercial and industrial enterprises, commerce and other social establishments is given by R.S. Konopka. According to him, in 1910, there were 8 cotton clean factories, 3 transport offices, 3 stores selling haberdashery products, 4 commercial and industrial firms, 2 trading in kerosene, 1 tobacco, 5 manufactory products and others in New Bukhara [10].

According to the data of the "Siberian Trade and Industrial Yearbook" for 1913 and the Guidebook on Turkestan and the Central Asian and Tashkent Railways, for the same year, on the eve of the first imperialist war in the Bukhara Emirate there were already 26 cotton clean factories, of which 19 belonged to the Russian the bourgeoisie, 3 to the emir of Bukhara, 3 to the muslim capitalists, whose citizenship has not been clarified, and 1 to the largest Bukhara merchant, Mirza Mukhitdin Mansurov [11]. Consequently, about 80% of the cotton clean factories of the Bukhara Emirate were concentrated in the hands of the Russian bourgeoisie.

In addition, there were industrial enterprises that satisfied almost exclusively the needs of the internal Bukhara market.

Such enterprises included 3 european flour mills, 2 cigarette workshops, 1 match factory, 10 brick factories, 3 wineries in New Bukhara [12].

Five steam plants in New Bukhara process cotton: peel it from husks and seeds on special machines (guzolomka and gin) and press it into bales for shipping to Russia. A pood of pressed cotton is equal in exchange to one cubic foot - it is so tightly compressed. In New Bukhara, more than a million poods of cotton are processed annually, partly to Moscow partly to Lodz. In Lodz, in the factories of Poznansky, old boomasea (warm cloth) is extracted from the old cotton, and the last waste is processed into lower grade cotton wool, which is sold in Russia at 25-40 kopecks per pound [13].

The oil industry is closely related to the cleaning of cotton. In 1913 there were 2 oil mills in the Bukhara Emirate: one - in New Bukhara, the second - in Chardju. In 1917, there were already 4 oil mills in the emirate [14].

Among the major procurement societies and partnerships that operated in the Bukhara Emirate became the joint-stock company of the cotton ginning and oil mill in New Bukhara, east Bukhara Cotton Buying Association, N. Kudrin and K<sup>o</sup> Central Asian Commercial and Industrial Partnership, Lui Zalm Joint-Stock Company, Kraft Brothers Trading House Company, Cotton Joint-Stock Company, Yaroslavl Large Manufacturing Association, society of the Schlosberg brothers trading house, Poznansky and K<sup>o</sup> joint stock company, a cooperative society in Persia and Central Asia, the Badior trading company society, Adam Osser's trading

company society, Levin's trading company society, Flakesman trading house society, Polyak-Sharipov trading company society, Tsegelbaum trading house society, Russian-Bukhara joint-stock trading company, Vadyayev brothers trading company and others [15].

On February 21, 1912, the head of the Fluksman trading house in New Bukhara, the merchant M.G. Flakesman, applied to the Ministry of Trade and Industry of Russia with the request to establish a joint-stock company for cotton processing in Central Asia and the production of cottonseed oil [16]. However, the Turkestan governor and the military opposed the approval of the draft charter. However, under the influence of the ministers of trade, industry and finance, as well as with the Russian political agency in Bukhara and the intervention of the Ministry of Foreign Affairs, the Charter of the Company was approved on February 9, 1913. According to the charter, new joint-stock companies for the production of cotton and cottonseed oil will be created in Bukhara. The company is allowed to issue shares only to the owner with the condition that it does not work outside the territory of the Bukhara Emirate. This society operated until 1917 [17].

In 1889, near the Bukhara city of Kerki, on a low hill, not far from the left bank of the Amu Darya, a small third Russian fortress was built. Around it, subsequently grew the Russian city of Kerki as a border fortified point located on the ancient caravan route from Bukhara to Afghanistan.

The Russian garrison near the old city of Kerki initially consisted of 2 rifle battalions, Cossack hundreds and an artillery battery. The fortress, barracks, houses for officers, a church, customs buildings and a postal and telegraph office were built on the alienated lands formerly owned by the emir and lands purchased from private individuals [18].

The development of Russia's trade with Afghanistan and eastern Bukhara prompted Russian entrepreneurs to establish warehouses, shops, and industrial enterprises in Kerki. So two ginneries were built, a branch of the Russian-Asian Bank was opened. The city has become a prominent commercial and industrial center. Trade was carried out mainly by cotton, wool, grain and carpets.

Kerki quickly grew into a population employed in commercial and industrial enterprises. The settlement was built up, changed its appearance. If in 1891, 137 people of civilian population lived in Kerki, and in 1896 there were 119 homeowners, then in 1912 6 thousand people lived here, not counting military personnel. By this time in the city there were about a thousand residential buildings of the city [19].

According to the documents of the Central State Archive of the Republic of Uzbekistan "Political Agency of Russia in the Emirates of Bukhara", there is information that there is also a ginnery in the city of Kerki from the major Russian capitalist I. Kaipov [20].

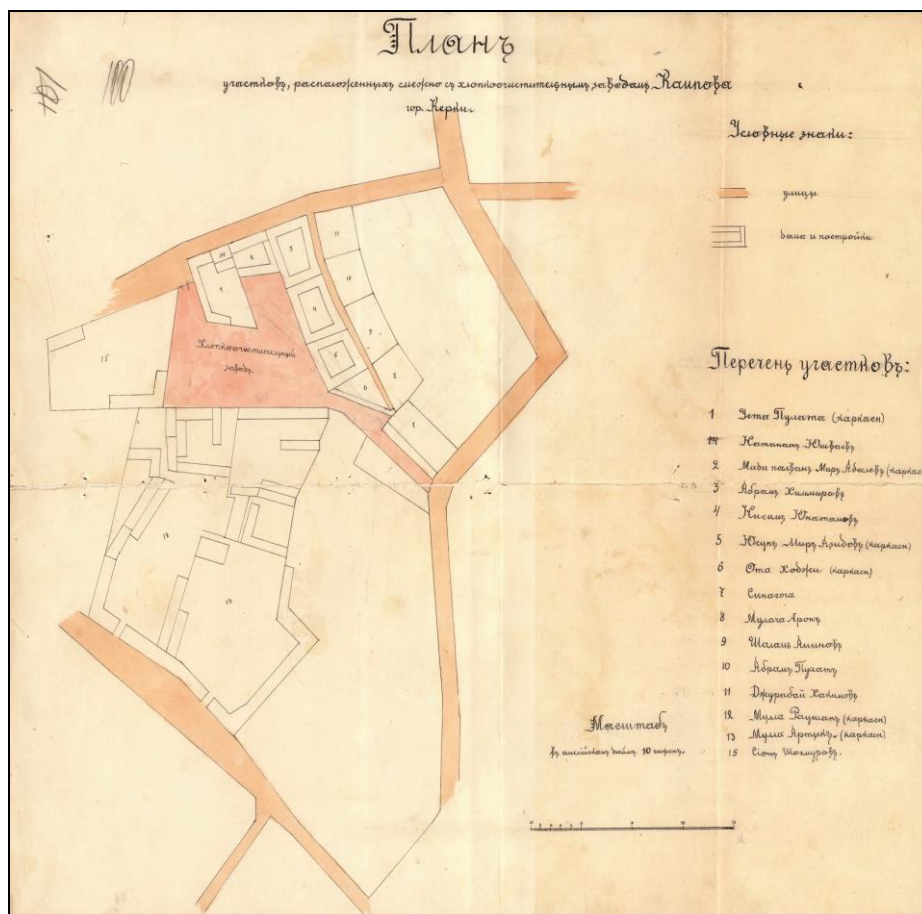


Fig 2: The following is a plant construction project

The important commercial and military-strategic importance of Termez prompted the tsarist government and some private entrepreneurs to organize shipping along Amu-Darya. In mid-December 1894, the first steamer of the

Amu-Darnisk Flotilla moored to the ancient marina of Old Termez. Since 1894, the construction of the new Termez began. In December 1894, the Turkestan authorities sent the border units of the 31-st Amu-Darysh Brigade to occupy the

Bukhara-Afghan border line. The location of the brigade headquarters was Patta-Gissar <sup>[21]</sup>.

In the current quarter of Narimanovskaya, Pervomaiskaya, Tajiks kaya and the cotton mill streets hastily began to build barracks, headquarters, officer meetings, the okolodok (now the city health building), a church, and apartments for officers. The building of the Patta-Gissar customs was erected here.

The First World War had a significant impact on the economy of the Bukhara Emirate. By 1915, imports of wheat and industrial products from Russia declined. Food prices have risen.

After the victory of the October Revolution in the Emirate of Bukhara by decision of the Council of people's commissars of Turkestan, workers control was established in Russian settlements. An 8-hour work day is set for workers and employees. All private banks, large Russian industrial enterprises were transferred to state ownership of the Bukhara railway.

In November 1920, plenipotentiary representative of the Soviet Union in Bukhara V.V. Kuybyshev signed an interim agreement on behalf of the government of the RSFSR with the government of the BSSR on ancient Russian settlements in Bukhara. His main articles are contained in the "Union Treaty" of March 4, 1921.

By agreement,

1. New Bukhara, New Chardzhui, New Termez, New Kerki are part of the BHSR.
2. Providing free real estate to factories, factories and all workers in Bukhara.
3. Residents of Russian settlements have the right to become citizens of the BHSR. Political and civil rights are guaranteed to both Bukhara citizens and Russian citizens <sup>[22]</sup>.

## 5. Conclusion

Thus, almost all the plants and factories operating in the Russian settlements of the Bukhara Emirate served Russian capitalists, primarily for the production of raw materials. Turnover on finished products is made in the central cities of Russia. Industrial enterprises in the Bukhara Emirate were sent to process only raw materials and produce the necessary food on the one hand. The processing of raw materials into finished products was carried out in the central cities of Russia. On the other hand, the Russian capital and industrialization of the economy of the Emirate, the construction of railways in the zone of the Emirates made Bukhara one of the largest industrial and commercial centers in Central Asia in the early 20th century.

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