



THE ROLE OF THE AMUDARYA IN TRADE RELATIONS OF THE EMIRATE OF BUKHARA (BASED ON THE DOCUMENTS OF THE NATIONAL ARCHIVE OF UZBEKISTAN)

Journal Website:
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Submission Date: September 19, 2023, **Accepted Date:** September 24, 2023,

Published Date: September 29, 2023

Crossref doi: <https://doi.org/10.37547/history-crjh-04-09-03>

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ABSTRACT

This article highlights the role of the Amudarya waterway in the trade relations of the Emirate of Bukhara. Based on archival materials, the article substantiates the importance of waterways in the economic life of the Emirate of Bukhara and the further development of trade relations of the Emirate of Bukhara with Eastern countries through the Amudarya waterway. It also covers the internal trade relations of the Emirate of Bukhara through the Amudarya waterway, the establishment of the Amudarya flotilla, the role of the flotilla and local ships in the transportation of commercial cargo on the banks of the Amudarya. In addition, the article analyzes the transformation of the Bukhara-Afghanistan border into the Russia-Afghanistan border, establishment of the control of the Russian Empire at the crossings and customs points along the Amudarya, the subordination of the trade of the Emirate of Bukhara to the Russian Empire as well as the issues of transit trade routes with Afghanistan, Iran and India in the interests of the great imperialist policy of the Russian ruling circles. The author studied the volume of trade turnover through the customs crossing Pattakesar in the oasis on the basis of historical and archival materials, and tried to reveal the changes in the development of trade relations through a table.

KEYWORDS

Emirate of Bukhara, Amudarya, Pattakesar, Afghanistan, Amudarya waterway, Amudarya flotilla, trade, transportation, crossings, customs points, National Archive of Uzbekistan.

INTRODUCTION

Materials of the National Archive of Uzbekistan play an important role in the study of trade relations of the Bukhara Emirate through the Amudarya waterways

and crossings in the late XIX - early XX centuries. Information on trade relations of the Emirate of Bukhara with Eastern countries via the Amudarya



waterway, the importance of waterways in the economic life of the Emirate of Bukhara and the formation of the Amudarya flotilla, transportation of commercial cargo by the flotilla and local ships on the banks of the Amudarya is reflected in the documents of a number of funds of the National Archive of Uzbekistan:

Fund I-1 - Court of the Governor-General of Turkestan;

Fund I-2 - Diplomatic Officer under the Governor-General of Turkestan;

Fund I-3 - Russian political agency in Bukhara;

Fund I-7 - Department of Land Ownership and State Property in Turkestan;

Fund I-16 - Department of resettlement of Syrdarya region;

Fund I-126 – Kushbegi Archive of the Emirate of Bukhara (Kushbegi –

Prime Minister of the Emirate of Bukhara);

Fund I-1396 - Headquarters of the Turkestan Military District (Microphotocopy Fund of the State Military Archive of Russia in the National Archive of Uzbekistan);

Fund R-2740 – Fund of Academician Yuldashev Muhammadjon Yuldashevich.

The study of documents stored in these funds can provide valuable information about the role of the Amu Darya in the regional trade and communications system, trade through the Amu Darya and customs points, as well as the state of trade of the Emirate of Bukhara to the Russian Empire. Let us consider the role of the Amudarya in the trade relations of the Emirate of Bukhara on the basis of archival materials.

RESEARCH METHODOLOGY

The article studies the role of the Amudarya in trade relations of the Emirate of Bukhara in the late XIX - early XX centuries based on the principles of generally accepted historical methods - historical, comparative and logical analysis, consistency, objectivity.

Information on the trade relations of the Emirate of Bukhara through the roads of the Surkhan oasis, the Amu Darya waterway and its crossings in the late XIX - early XX centuries is reflected in the following documents of the National State Archive of Uzbekistan.

In addition to archival documents, works, statistical collections, periodicals of Russian scientists, tourists, military and local historians who lived at the period which is being discovered including as well as the research of Soviet and independence period scholars, served as an important source, and much of the information in them was included in the scope of scientific research for the first time.

Information on trade routes of the Emirate of Bukhara, domestic and foreign trade relations can be found in E. Kabulov, R.Khalikova, F.Ochildiev, who conducted research on the history of trade relations and trade system of the Emirate.

ANALYSIS AND RESULTS

The Russian Empire, taking into account the important strategic position of the Emirate of Bukhara in trade relations with Eastern countries, took all measures to take control of the trading system in the region. The Russian Empire paid close attention to the use of the Amu Darya to achieve its great strategic goals, to penetrate into the interior of Central Asia, and to conquer the markets of Afghanistan and India. Even before Bukhara became a vassal of Russia, historical sources prove that Russian traders actively



communicated with Afghanistan and India through the Amudarya crossings in the oasis [1]. After the Russian Empire established its protectorate over the Emirate of Bukhara, special attention to the use of the Amudarya was paid in the articles 3-4 of the treaty signed on September 23, 1873 between the Emir of Bukhara Muzaffarkhan and the Governor-General of Turkestan Kaufman. According to the agreement, Russian steamships and other floating vessels were allowed to sail freely on the Amudarya, and Russian merchants were allowed to build their own piers and warehouses. [2, 9-10; 3].

The establishment of a colonial system of government in Central Asia had an impact not only on economic life but also on the development of trade. The law on the inclusion of the Emirate of Bukhara in the Russian customs system was adopted on July 6, 1894 and officially came into force on November 15 this year [4]. In early 1895, the Kerki, Kelif, Chuchkaguzar, Pattakesar and Ayvoj customs began to operate. On May 1, 1895, customs on the Panj River began to operate. This document came into full force on July 1, 1895, to control trade on the Russian-Afghan border. Thus, the control of the Russian Empire over foreign trade in Central Asia was firmly established [4] and the competition in the consumer market in these regions was resolved in its favor [5].

Now transit trade and trade routes with foreign countries through Central Asia began to serve the interests of the great imperialist policy of the Russian ruling circles.

It is known that before the formation of the Russian flotilla Khiva Khanate, the Emirate of Bukhara and Afghan boats moved in the Amudarya. These boats carried mainly commercial cargo and passengers. The boatmen were paid 15 tiyins per person, 5 tiyins per sheep and goat, and 15 tiyins per horse, camel, and cattle. It was a price set by the Emirate of Bukhara for

the transportation of goods and passengers on boats, which was controlled [6]. There were also elders supervising the activities of floating boats on the Amudarya [7]. Bukharian boatmen swam up to 25-35 km a day along the stream. For example, boats sailed from Termez to Jillikul for 15-20 days, and in summer for 12-20 days, and from Jillikul or Saray to Termez in 4-6 days. The Amudarya waterway connected many settlements of the Eastern Bukhara principalities with the western part of the emirate. Along the river, mainly grain and cotton products were transported [8, c.348-353; 9].

Archival sources related to this period indicate that the number of ships and boats in the Amudarya varied. For example, some archival sources state that at the end of the XIX century, about 2,000 boats belonging to the Khiva khanate sailed on the Amudarya from Kungrad to Pitnak [2,17]. In other archival sources, it is estimated that about 600 boats with a carrying capacity of 13 tons to 24 tons traveled along the Amu Darya [10; 11, c.422-429]. In the documents of the Kushbegi Archive of the Emirate of Bukhara, we may find information that 1,500 boats belonging to the Emirate of Bukhara and the Khiva Khanate moved along the Amudarya [12].

In the late XIX and early XX centuries, masters of the Kerki, Kalif and Sherabad principalities of the Emirate of Bukhara were also involved in boat building. Because the inhabitants of these principalities benefited greatly from the Amudarya waterway in their trade. In the construction of local ships, mainly hard and water-resistant wood was used. In particular, white and black willow trees were the main raw materials in shipping [2, 17; 13, p.21-27].

According to archival documents, in Khorezm, 6-7 blacksmiths (of Uzbek descent) could build ships and boats on order without the permission of the khan. For the construction of large boats - 45 rubles, the average boat - 27-30 rubles, and for small boats - 10-12 rubles



was spent. For the construction of large boats used 80-85 pieces of oak and birch wood, each costing 1,5-2 rubles [2, 17]. In general, ships are priced depending on the size and raw materials used.

After the establishment of the Russian Empire in Central Asia, the demand for cotton, an important raw material for industrial needs, increased. Therefore, there is a growing focus on expanding and accelerating trade routes. First of all, they tried to use the waterways as much as possible. According to archival sources, in 1876-1879 the steamship "Samarkand" was launched along the Amudarya [2, 27].

In 1887, the Amudarya flotilla was opened, and large ships and steamships began to sail. It was also organized for military purposes. The purpose of the flotilla's activity is defined in paragraph 1 of its charter, which states: "The Amudarya flotilla has the following rights:

1. Implementation of passenger transportation services, as well as the organization of cargo transportation across the Amudarya for public and private entities;
2. Assistance to the troops of the Turkestan Military District in the transportation of military weapons, food and other products in peacetime, as well as at the beginning of hostilities;
3. Meeting the needs of the Caspian military railway;
4. Carrying out hydrographic works" [14].

The opening of the Amudarya flotilla played an important role in the rapprochement of the regions, in particular, in the development of economic relations between them. The flotilla had 6 steamers in the old system, each of which could carry about 25 tons of cargo, excluding passengers [15]. By 1913, the Amudarya flotilla had 6 steamships, 13 iron barges, and 1,500 boats belonging to the Emirate of Bukhara and the Khiva Khanate [16, p.65-71]. According to archival

materials, a ferry was used at the crossings of the Amudarya, people were charged 2.5 tiyins per person, 10 tiyins for a horse, 15 tiyins for a horse with loads, 10 tiyins for a camel, 20 tiyins for a camel with loads, 5 tiyins for a donkey, loaded donkey - 8 tiyins, 5 tiyins for cattle, 2.5 tiyins for small goods [17].

Ships of the Amudarya flotilla made an average of 77 voyages a year in 1905-1908, carrying 17,000 passengers and about 8,500 tons of cargo. In 1913, 129,000 tons of cargo were shipped across the river and 74,000 tons were received, according to archival documents [18].

Ships of the Amudarya flotilla delivered agricultural products from the border areas to Russia, and on their return brought industrial goods from Russia. During the 1914 shipment, about 7,300 tons of cargo, including 350 tons of raw cotton, 26 tons of leather, 4 tons of karakul, about 27 tons of sheepskin, 83 tons of clover seeds, 54 tons of wool, and 6,5 tons of silk were transported to the European part of Russia by the Amudarya flotilla. At the same time, the flotilla brought the following cargo from Russia to the Bukhara, Khiva and Amudarya divisions:

- agricultural tools - 4 tons;
- kerosene – 264.5 tons;
- wood materials – 437.8 tons;
- various manufactures – 36.6 tons;
- sugar – 246 tons [19; 16, p.65-71].

The Amudarya flotilla was not shut down, although the damage outweighed the benefits of steamships on the river. Because this waterway was of great military-strategic importance for tsarist Russia. The Emirate of Bukhara, in particular, would benefit greatly from this. The cost of water freight was 3-4 times cheaper than the cost of land freight, and ships were able to carry a large amount of cargo.



The Russian military paid special attention to the crossings of the Amudarya. Because some of the goods imported from Russia were delivered to Afghanistan by river. After the formation of the Russian flotilla, the importance of the Pattakesar crossing in cargo transportation also increased. This was made possible

by the construction of new wholesale warehouses and the construction of a ginnery to process cotton from Afghanistan [20]. The following table shows the important role of Termez-Pattakesar customs in trade turnover [20; 21].

Years	Imported goods (in thousand rubles)	Exported goods (in thousand rubles)
1880	1707.4	3121
1890	1730	3904
1891	1534	2510
1892	965	1971
1896	181987	11809
1900	18433	29087
1904	408777	28750
1906	385359	16861/16881
1907	381993	42219
1908	606256/468864	26015/26625
1909	681680/561000	65434
1910	1146431/327350	322940/377850
1911	681504	1071811
1912	648765	1981435
1913	1358678	1787115



1914	1298193	1538417
1915	1281006	2263787
1916	2156436	1539606

Note: The data in this table are based on archival materials and data of the head of the Turkestan customs district A.F.Gubarevich-Radobylsky in the collection "Materials for the study of growing cotton".

During this period, there were 4 local boats on the Pattakesar Pass, which played an important role in the trade relations between the Emirate of Bukhara and Afghanistan, 2 of which belonged to Bukhara and 2 to Afghanistan [22, p.247]. Their annual income was 3,000 rubles. According to archival documents, the income of Head of Sherabad principality was 1,500 rubles [23].

CONCLUSION

Thus, the study of archival documents led to the following conclusions on the article "The role of the Amudarya in trade relations of the Emirate of Bukhara":

1. The Amudarya played an important strategic and transit role in the trade and economic relations of the Emirate of Bukhara with the countries of the East. At the same time, the military-strategic position of the Amudarya waterway in the region, where the interests of the Russian Empire and the British colonialists collided, increased.
2. Trade relations between East Bukhara and Western Bukhara and with the countries of the East, mainly through the Amudarya, allowed the development of trade in the river principalities.
3. The government of the Russian Empire initially organized the Amudarya flotilla for the purpose of reviving trade with the interior of the emirate and the countries of the East, and for military purposes. As a result, the volume of trade through the emirate's

territories increased 2-3 times during the period of active trade relations with eastern countries such as Afghanistan, India and Iran.

4. The Amudarya waterways and crossings have been thoroughly studied by Russian researchers, and customs officials at the Russian river crossings and border checkpoints have set up customs at border crossings in order to take control of trade across the Amudarya.

5. Following reasons made the Emirate of Bukhara dependent to the Russian Empire for trade:

- Formation of the Amudarya flotilla;
- Transformation of the Bukhara-Afghanistan border along the Amu Darya into the Russian-Afghan border;
- Establishment of control of the Russian Empire at the crossings and customs points along the Amudarya;
- Transit trade routes with Afghanistan, Iran, and India serving for the interests of Russia's great imperialist policy.

Thus, the study of the role of the Amudarya in the trade relations of the Emirate of Bukhara on the basis of archival documents is of great importance in illuminating the unexplored pages of our history.

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