

NEW BUKHARA - THE INDUSTRIAL CITY OF BUKHARA EMIRATE

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Summary: *In article one of the Russian settlements reflects the role of New Bukhara in the development of the economy of the Bukhara Emirate at the end of XIX - the beginning of the XX century. The author investigated this question on the basis of archival documents and other sources. Important information about factories, companies and joint-stock companies built in the city of New Bukhara.*

Аннотация: *В статье одно из русских поселений отражает роль Новой Бухары в развитии экономики Бухарского эмирата в конце XIX - начале XX века. Автор исследовал этот вопрос на основе архивных документов и других источников. Важная информация о заводах, компаниях и акционерных обществах, построенных в городе Новой Бухаре.*

Key words: *Bukhara emirate, economy, karakul, factory, trade, joint-stock company, firm, cotton fiber.*

Ключевые слова: *Бухарский эмират, экономика, каракуль, фабрика, торговля, акционерное общество, фирма, хлопковое волокно.*

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[1].

By the end of the XIX century, he stretched along the railway for two miles. 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. 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.

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 [2].

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^o [3].

During the past ten years, the goose-shattering and ginning factories have been opened in all the main cotton points of the Emirate. Now, There is 9 guzolomochnyh facrory in the Emirate. In 1905, the city of New Bukhara was 3 factory, which is asociety for trade in Persia and Central Asia, the Great Yaroslavl Manufactory and the merchant Flaksmana [4].

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 ginning 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 [5].

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-processing plants, 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 [6]. Consequently, about 80% of the cotton ginning plants of the Bukhara Khanate were concentrated in the hands of the Russian bourgeoisie.

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 [7].

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^o 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^o 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, Flakesmann trading house society, Polyak-Sharipov trading company society , Tsegelbaum trading house society, Russian-Bukhara joint-stock trading company, Vadyayev brothers trading company and others [8].

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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