

THE RUSSIAN EMPIRE'S STRATEGIC GOALS AND INITIAL PLANS FOR THE CONSTRUCTION OF RAILWAYS IN THE COLONIES

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Abstract: The relevance of the study of the strategic goal of the Russian Empire to build a railway in the colonies is determined by the fact that such a study allows to identify the sources of the study of the problem by the scientists of the country, to describe the stages of its study by the Soviet and foreign historians, to describe the construction of the railway in the country, and to serve the comprehensive study of the problem does.

Key words: Chorjoi, Station, Fairmarka, Vernyy direction, Shokhobcha, Military Fortification, Kolyma

The economic interests of England and Russia in Central Asia collided and strategic competition intensified. Fearing Russia's entry into Central Asia and the subsequent acquisition of India, England actively conducted foreign policy by sending several ambassadors to its khanates. The construction of railway branches connected all densely populated districts of Turkestan. These shacks were also delivered to large cotton factories and enterprises. As a result, cotton fiber, fruit, silk and other goods grown in the country began to be transported to Russian markets. Only the Khanate of Khiva was not connected by railway.

With the construction of the Tashkent-Orenburg railway, the traffic of ships in the Aral Sea also increased. After that, Khorezm cotton is not transported by a roundabout route through Chorjoi. It began to be delivered to the Arol station through the Amudarya. Thus, the opening of the Central Asian and Tashkent-Orenburg railways and local towns greatly accelerated the exchange of goods and the inflow of capital into the country. The railway connection of Turkestan with the cities of the Russian Empire created conditions for the alternative development of not only industrial production, but also agriculture in the country. After taking most of Turkestan under its economic influence, the Russian Empire focused on establishing full control over the country's markets and raw material sources. To this end, he first began work by further strengthening the trade and exchange of goods between metrology and the colony. However, the caravan routes that were used between the Khanate and Russia until then did not allow full realization of the 470 aims of the bourgeoisie. That is why the issue of the construction of a railway connecting the country with Russia has become urgent. In a short period of time, about forty projects on this issue were developed within the framework of the government. Among them, the project of starting the construction of the railway from the Krasnovodsk fortress was considered acceptable. It was built in 1869 as a military fortification along the Caspian Sea. Bukala was convenient for placing construction materials transported by the Volga

River. Secondly, this fortress was strategically important for subduing the warring Turkmen tribes. As a result of the protracted subjugation of the Turkmen clans and England's desire to strengthen its influence in Turkestan, the Russian government, afraid of the decline of its position in relation to the Khanates of Bukhara and Khiva, decided to start the construction of the railway from the Krasnovodsk fortress. General M.I. Annekov, a businessman and a member of the executive committee of the Baranovsk railway commission, was appointed as the head of the railway construction. He is assisted by road construction engineer Lesser [1].

In 1870, the government of the Russian Empire organized exhibitions in the country in order to improve trade relations with Central Asia and bring merchants closer to consumers. In fact, these exhibitions were organized in order to familiarize the colonists more closely with the conditions of the country and its production industries. The imperial government initially granted a number of incentives to merchants who participated in trade fairs with their goods. For example, merchants from Bukhara, Khiva and Turkestan who participated in the fairs held in Tashkent before 1872 were exempted from zakat tax. With the opening of the agricultural exhibition in 1870, the Kokan Khanate's position in supplying the Russian Empire with raw materials, especially cotton, fabric, silk, thread and silk, increased. In particular, sarnak worth 24,664 rubles and silk worth 14,614 rubles were brought to the fair [2]

At the end of the 19th century, the Russian Empire had to make concessions to foreign countries. This situation allowed representatives of foreign trade and industry to become citizens of the Russian Empire. Some of them obtained permission to operate in Turkestan with the help of government officials. In particular, the representatives of Italian, French, English silk production enterprises Barbieri, Adamoli and Moser bought silk fiber in Turkestan and took it to their enterprises in Europe¹⁴. As a result of the construction of railways, the volume of transportation of silk fibers and fabrics increased. From 1887 to 1900, 113,959 pounds of silk were transported from Turkestan to the central provinces of the Russian Empire. Also, 34,359 pounds of silk products were shipped from Central Asia in 1900, and 100,149 pounds in 1907. With the construction of railways, the amount of silk products exported from Fergana region has increased dramatically. In particular, in 1907, 98,096 poods of silk were sent to Russia from Central Asia by railway, including 69,070 poods from Fergana region.

"Russia. "Stalinian constructions of the Gulag", 1930-1953 (Moscow, 2005), published in the "20th century" column, published secret documents about the structures and constructions built by the "army of prisoners". The collection consists of three chapters: "Canals", "Railroads" and "Gold mining in Kolyma". The construction of canals and railways, as well as the exploitation and operation of mines in remote Kolyma, were carried out with the help of slave labor, there was no such inhumane event in world history.

In order to protect itself, the Soviet state, living under capitalism, had to increase its defense power, develop heavy industry, produce modern tanks, cannons, airplanes, train military personnel, and for this, first of all, develop water and railway transport. [3]

The government of the Russian Empire built the Krasnovodsk-Chorjoi railway from November 1880 to December 1886, also known as the Trans-Caspian military railway, in order

to strengthen the southern borders of the empire and implement military-strategic goals. As part of this railway route, in 1886-1888, railroad tracks were laid from the Farob station of the Transcaspian railway to the city of Samarkand. In May 1888, a 2.7 km long wooden bridge across the Amudarya was completed and a train service to Samarkand was started.

In 1895-1897, this railway network was extended from Ursatevsk (Khovos) station to the city of Kokan. By 1899, the railway was extended to the city of Tashkent. In 1874, the special railway commission of the Russian Empire issued a statement on the need to build the Tashkent-Orenburg railway. By 1890, the construction of this network began. In January 1906, the first locomotive started running along the Tashkent-Orenburg railway route. Gradually, the processes of expanding the network of interregional railways were started. In particular, in 1907, Kogon-Bukhara,

In 1913-16, the Kokon-Namangan-Andijan railway, in 1913-1915, the Kogon-Amudarya station and Karshi-Kitob stations were completed. Until 1917, the length of all existing railways in the territory of Uzbekistan reached 1.1 thousand kilometers.

The process related to the construction of transport networks in Central Asia, especially in the Uzbekistan SSR, can be conditionally divided into two groups. The first group consists of solving problems related to the construction related to production in the republics and the expansion of existing transport networks in the territory, the foundation of new ones. According to the data of 1924, Uzbekistan contributed 1,843 kilometers, Turkmenistan 1,346 kilometers, Kyrgyzstan ASSR 983 kilometers, Karakyrghyz Autonomous Oblast 100 miles of railway line was completed[4].

Since 1924, the Soviet authorities began to consider the issue of renovating and operating the destroyed railway lines in Central Asia: Karshi-Kitob, Kogon-Amudaryo-Termiz, railway networks in the Ferghana Valley. In the field of road management, work has begun to be carried out in an intensified manner. Bringing the railroad movement back to 1913, that is, before the war, was on the agenda of several organizations as a major issue. The restoration of railway lines had a positive effect not only on the socio-economic life, but also on the lifestyle of the population. In addition to the repair of the old network roads, new railway routes such as Termiz-Dushanbe, Termiz-Pristan (Amudarya), Fergana-Kuvasoi, Andijan-Tentaksoi, etc., have been established. In total, 500 km of old railway lines were restored in the first period of the first five years, and 265 new network roads were set as a goal [5].

In the five-year state plan for 1926-1933, it was envisaged to solve the following issues related to railways: 1) restoration of the Samsonovo-Termiz railway line, 203 versts long, owned by the Old Bukhara railway network; 2) construction of a new railway line Termiz-Denov-Dushanbe with a length of 210 versts; 3) restoration of the Fedchenko-Shahrikhan branch with a length of 16 versts (Fergana network); 4) Restoration of the operation of the Fedchenko-Andijan-Ko'qon-Kishlok branch with a length of 18 versts (Tentaklisoy direction) 5) Restoration of the activity of the Andijan I-Chinabad branch with a length of 35 versts (Fergana network); 6) Continue the construction of the Ettisuv route starting from Pishpek station of the Tashkent

railway and passing through Alma-ota (Vernyy route) [6].

In the five-year plan for 1926-1933, the first plan dedicated to railway networks was aimed at restoring the Samsonovo-Termiz railway network. of the old Bukhara railway network in 1918

The distance of 574 versts was broken. Since 1922, the gradual repair of this network began. By 1925, only one unreconstructed section remained, Samsonovo Termiz, its length was 203 versts. Now, if we pay attention to the expenses of the Central Asian Railways organization for the restoration of the Samsonovo-Termiz railway line, it can be seen that it amounted to 3,740,000 rubles.[7] It was determined that after the center allocates funds of this value, the restoration of the route will begin and be completed within five months. Also, 950 rubles from the local republic of the Uzbek SSR, 220 rubles from the Soviet of People's Commissars of the USSR, and 600 rubles from the Ministry of War are planned for the repair of the Samsonovo-Termiz railway. From 1925, the amount of 25% of the funds directed by the Economic Bureau of the USSR for the purpose of repairing the Samsonovo-Termiz railway was determined to be collected from the local budget funds of the Uzbek SSR. Military organizations have also been assigned the task of providing manpower for construction processes.[8] According to estimates, the construction of the Termiz-Denov-Dushanbe railway required more than two million rubles, and it was scheduled to be completed by 1932. In conclusion, it should be noted that the condition of the transport system in Central Asia, especially in Uzbekistan, was not at a satisfactory level. Stations, transfer points, network roads did not meet foreign standards. In addition, there was a huge difference between the conditions in the central republics of the Union and the situation in Central Asia, as well as in the roads and transport networks of Uzbekistan. In particular, the division of local transport into groups such as roads of state importance, dirt roads used by local residents, and roads planned to be taken over by the state, which was not observed in any region of the Union, existed only in the Central Asian republics. The deplorable state of transport networks in Uzbekistan has caused the government to refocus its efforts and attention on railways.

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