



TRADE RELATIONS BETWEEN BUKHARA AND KHIVA

Yuldosheva Dilrabo Fazilovna¹

Khairullina Guzalia Vagizovna²

Academic Lyceum under Uzbek State University of World Languages

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ABSTRACT

In the second half of the XIX-early XX centuries, the Emirate of Bukhara was actively engaged in trade with neighboring khanates. During this period, trade relations between the Emirate of Bukhara and the Khiva Khanate were considered important. Trade between Bukhara and Khiva consisted mainly of agricultural and livestock products.

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¹ History teacher of the Academic Lyceum under Uzbek State University of World Languages, Tashkent, UZB

² History teacher of the Academic Lyceum under Uzbek State University of World Languages, Tashkent, UZB

INTRODUCTION:

Khiva traders brought a variety of coats, raw silk, sesame, apples, melons, fish, linseed oil, sheep oil, wheat, rice, poppies and livestock to the emirate's markets. From Bukhara to Khiva were exported tobacco, cotton and silk fabrics, royan, attar goods and black lake skins.

In addition to local products, Khiva traders bought goods from Russia and other foreign countries. For example, they bought nil dye and green tea from Bukhara to Khiva from India, floral fabrics and dyes woven by Indian craftsmen. There are also reports that Khiva traders bought goods imported from India from Bukhara and sold them at markets in the Russian city of Orenburg.

N. Khanikov notes that in the 40-50s of the XIX century the trade between the Emirate of Bukhara and the Khiva Khanate was much slower. Between Bukhara and Khiva, between 1,000 and 1,500,000 camels were traded annually [3]. Merchants from Khiva to Bukhara brought more apples, vegetables, fruits and fish. The total turnover of trade products amounted to 100 thousand rubles, or 0.2% of the share of exports of the Khiva Khanate. On their way back, Khiva traders brought back silk, astrakhan leather, fabric, Russian products, and Chinese green tea.

At the end of the 19th and the beginning of the 20th centuries, there were 35 bazaars in the Khiva khanate, of which 24 belonged to khans and waqifs, and 11 to private individuals. In addition to Khiva and New Urgach, the khanate had large markets in Khanka, Khozarasp, Kilichniyazboy, Shovat, Gurlan, Mangit, Kungrad, Khojayli, and Toshauz.

In the 60s and 70s of the 19th century, Khiva merchants brought to the markets of the Bukhara Emirate, along with local products, iron products brought through Astrakhan, as well as products such as cauldrons, Russian leather, raw silk. Traders from Bukhara brought tobacco, cotton products, yarn, cloth, gowns, various clothes, fox fur, beaver fur, and astrakhan skins to the markets of Khiva khanate. Brought from Bukhara, especially tobacco and astrakhan skins were in great demand in the Khiva khanate.

By the 70s and 80s of the 19th century, between the Bukhara Emirate and the Khiva Khanate, there were more than 2,000 rastas in the markets of the Khiva Khanate. For example, 400 rastas and 50 caravanserais in Khiva, 400 rastas in Khozarasp, 300 rastas in Khojaly, new Urgench and Toshauz, 200 rastas in Gurlan, 315 rastas in Kungrad, 100 rastas in old Urgench, 34 rastas in Shavat and Shah-Abbas-Valida. available. The rastas in these markets sell a variety of goods from the Emirate of Bukhara.

Among the trade goods exported from the Bukhara Emirate to the Khiva Khanate in the 70s and 80s of the 19th century was tea, Nile dye, spool, Bukhara and English gauze, English and Kashgar bowls, cannabis, semi-silk adras, velvet, shoes, carpets, Karshi and Shahrizabz tobacco, horses. egari, poppy, Bukhara paper, Chinese dream, raisins, pistachios, sweets and medicinal products used in medicine have significantly developed and trade turnover has increased significantly. From Bukhara in those years

Karshi tobacco was sold to Khiva every year for 1,000 camels for 20,000 pounds, for 7 soums per pound, and for 1,000 camels, Shahrizabz tobacco for 20,000 pounds, 1 pound,

5 soums. In 1881, a trade caravan of 3,000 camels was sent from Bukhara to Khiva. The cost of commercial products in these caravans amounted to about 576 thousand rubles. Among these goods was a Russian cheetah worth 40,000 rubles.

According to the sources, there is a caravanserai "Palace Urgenchik" belonging to Khorezm traders on the banks of the Shohrud River in Bukhara, where Khiva traders were engaged in trade.

By the end of the 19th century, blue tea, black tea, nil dye, jewelry, English and Kashgar cups, velvet and satin, gold-plated items, cotton dresses, cocoons, blankets, Bukhara rugs, shoes, carpets, Russian chiti, cotton yarn, sheepskin and leather products, tobacco, Bukhara paper, apples, grapes, iron and other products. The total cost of the products is 1 mln. rubles, or 3% of the Emirate's exports.

In Bukhara-Khiva trade relations, the population of Karakalpakstan living on the shores of the Aral Sea also had active trade relations in the markets of Bukhara. Karakalpaks bought a lot of trade goods from Bukhara, especially silk and semi-silk fabrics produced by artisans. At the same time, they brought livestock, saxaul, coal and fish products to Bukhara markets. According to the data, Karakalpaks annually bring 16,000 pounds of fish to Bukhara markets.

MAIN PART:

In the markets of Khiva khanate many kinds of fish such as ship (red fish), usach, som, carp, leshch, sudak were sold. Som, usach, and carp were considered buyers. Most of the fish was sold live at the Kungrad, Chimbay, Khojayli and Kilich-Kala markets. There were 36 fish stalls in Chimbay market. The Kungrad market is famous for its fish for sale. A. L. Kun admits that along with fish, rice and barley are also sold in large quantities at the Kungrad market.

Trade between Bukhara and Khiva was carried out by land and water. Horses, mules, and camels were used on land to transport commercial goods. The Amudarya was transported by water in boats. The caravan routes were uneven for walking and there was little opportunity for carts to carry cargo. He used two-humped camels and camels to transport commercial goods. Two-humped camels were able to carry loads of up to 16 pounds and 20 to 24 pounds. In addition to camels, mules were also used to transport goods. The mules were considered stronger than the camels, and they could carry more than 20 pounds. The camel covered the distance in 15 days and the mule covered the distance in 13-12 days.

The importance of the waterway in trade relations between Bukhara and Khiva was considered important. The Amudarya waterway also existed in ancient times, and this waterway was widely used by the local population. Written sources of the ancient period also contain information about the use of the Amudarya waterway. In particular, Strabo in his famous work "Geography" gave important information about the waterways of Central Asia. The famous Arab traveler Ibn Battuta (second half of the 14th century) also said that agricultural products were sold on ships from Termez to Urgench by the Amudarya waterway, and that these products were brought to Urgench by ships in 10 days.

In his report to the Russian government, military intelligence officer A. Bekov, who

studied the military potential of the Eastern Bukhara principalities in 1876-1878, noted that the patrols of Pattakesar (Termez), Shurab, Chochkaguzar, Kalif and Kerki were used by locals [13]. In the Bukhara-Khiva trade route, the waterway was more convenient for traders than the caravan routes, the goods were delivered to Khiva or Bukhara faster, and the travel costs were much cheaper.

In the late 19th and early 20th centuries, there were 420 boats in the Khiva khanate, which served 4,600 local fishermen. These boats were used not only for fishing, but also for trade with the Emirate of Bukhara. A fare of 2 tenge was charged for one truckload of cargo brought to Bukhara via the Amudarya.

In 1887, the Amudarya flotilla was opened by the Russian government. As a result, large ships and steamships capable of meeting the demands of the period were brought in and began to sail on the Amudarya. In 1908, 21,900 passengers and 765,000 pounds of cargo were transported between Termez and Charjou. The cost of cargo transported in one year amounted to 443,000 rubles. The fare from Urgench to Chorjoi is 10 to 30 tenge per pound of cargo, and on the way back from 5 to 15 tenge, from Chorjoi to Karki and from Karki to Termez 20-25 tenge. The annual freight turnover was 250-300 thousand pounds.

According to archival sources, in 1914, 252 pounds of agricultural tools, 16,538 pounds of kerosene, 27,363 pounds of wood materials, 2,292 pounds of various manufactured goods, and 15,387 pounds of sugar were imported from Russia to Bukhara and Khiva khanates through the Amudarya flotilla. Land trade between Bukhara and Khiva was carried out mainly through the following routes. Khiva-Khazarasp 2-day road, 72 km, Khazarasp-Kukartli, 2-day road, 72 km, Kukartli-Uchochok 1-day road, 35 km, Uchochok-Shorbulak 2-day road, 70 km, Shorbulak-Okrabot 1-day road, 32 km, Oqrabot – Chorqushi 2-day road, 40 km, Chorqushi – Bukhara 1-day road, 16 km. The total distance from Khiva to Bukhara was 335 km.

In the early twentieth century from Bukhara to Khiva blue and black tea, nil dye, tulle jewelry, English and Kashgar bowls, velvet and satin, cotton shirts, cocoons, blankets, Bukhara robes, shoes, carpets, Russian chiti, cotton thread, sheepskin, tobacco, Bukhara paper, apples, grapes, etc. a total of 1 mln. rubles worth of goods was issued. During these years, from Khiva to Bukhara, trade goods such as vegetables, fruits, fish were exported for a total of 1 million 135 thousand rubles.

According to the records of Mat-Murat, a close adviser to the Khiva khan, McGahan, a correspondent for the New York Herald, the zakat tax on Russian products in the khanate was 2.5%, and the total tax on Russian products was 2,000 (small). gold), and the zakat tax on products imported from Bukhara and other countries amounted to 8663 gold.

CONCLUSION:

In the second half of the XIX-early XX centuries, the Emirate of Bukhara was actively engaged in trade with neighboring khanates. During this period, trade relations between the Emirate of Bukhara and the Khiva Khanate continued. In Bukhara-Khiva trade relations were mainly agricultural and livestock products.

Trade between Bukhara and Khiva was carried out by land and water. Horses, mules,

and camels were used on land to transport commercial goods. The Amudarya was transported by water in boats.

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