



# DEVELOPMENT OF TRANSPORT SYSTEM IN THE KHOREZM OASIS IN THE LATE XIX AND EARLY XX CENTURIES

**Jumaniyozov Fazliddin Bobojonovich**

*Lecturer in the Department of Humanities and Social Sciences of Urgench branch of Tashkent University of Information Technologies named after Muhammad al-Khwarizmi.*

## ANNOTATION

*This article deals with the development of transport in the Khorezm oasis in the late XIX and early XX centuries. By the end of the 19th century, there was a great revolution in the field of transport in the world. In the Khorezm oasis, vehicles remained in their old form. By the twentieth century, animal cocktails were mainly used for cargo transportation in Khorezm. Due to the lack of transport development in the oasis, the manufacturing and economic sectors remained in a backward state. As a result of the fact that the oasis is surrounded on all sides by the desert and it is mainly dependent on caravan routes passing by land, trade and cultural integration of the peoples living in Khorezm with the world community has been very slow.*

**KEYWORDS:** *Caravan roads, water transport, Khiva khanate, Khorezm People's Republic, automobile, camel, air transport, railway.*

## DISCUSSION

The Khorezm oasis has long been one of the centers of human civilization. Such states as "Great Khorezm", "Afrigs", "Anushtegin Khorezmshahs", "Khiva Khanate" were formed in this region. During the period up to the 16th century, the oasis existed as an important link of the Great Silk Road as a center of world trade. As a result of the "Great Geographical Discoveries" of the 16th century, the direction of world trade changed. As a result of the transportation of the main cargo by ships, the caravan routes passing through the land lost their importance. The Khorezm oasis is surrounded on four sides by the Sahara and is connected with the outside world mainly by caravan routes.

If we look at the history of the formation of vehicles in the oasis, by the Middle Ages, carts with camels were considered the main means of transportation in the steppe areas of the region. In particular, on his way from the Golden Horde to Khorezm in 1338, Ibn Battuta, a Moroccan traveler, wrote that he had crossed the Ustyurt Desert in a chariot with two camels, after which he had to rest for a year[1]. Francesco Pecholatti, a Venetian traveler, ambassador, and spy, used chariots with

oxen during his travels in Central Asia (1348-1355), then arrived in Urgench, the then capital of Khorezm, in 20 days in a chariot with two camels [Saraychik] [2]. Although the speed of the cart with which the camel was added was a bit slow, it was convenient to cross the sands in the desert and steppes [3].

The Khiva Khanate, founded by the Shaybanids in the first decade of the 16th century, was also a socio-political state under a feudal system and a khanate. The organization of the entire state administration in the khanate was based on tribal-territorial relations. During the Khiva khanate, transport services using modern means of transport were not organized in the oasis.

By the XIX century there was a process of revolutionary development in the field of world transport. On September 19, 1825, trains between Darlington and Stockton, designed by George Stephenson, began to serve passengers by rail, the London Underground ran from 1863, and on December 17, 1903, the aircraft, designed by the Wright brothers, made its maiden flight [4].

During this period, due to the lack of technical innovations in the territory of the khanate, horses, trucks and ships traveling on the Amudarya



served as the main means of transport. In winter, the river is covered with ice and shipping is suspended. If near Termez the river freezes for an average of 4 days a year, near Nukus and Turtkul it freezes for 68 days [5].

In all historical periods, the influence of the Amudarya on the formation of the transport infrastructure of the oasis was enormous. This factor can be clearly observed in the example of roads formed in the region. By the 19th century, the number of special ships, piers \* (stations) and crossings \* (crossings) carrying passengers and cargo along the river had increased in the oasis.

Carriage of goods in the Khiva khanate was almost always carried out using camels, horses, mules and donkeys. The main vehicle was a 1-2-humped camel that could lift up to 350–400 kg (16 lbs) [6] and walk on uneven roads without thirst for 1 month. As of 1909, there were 106,100,000 horses and 171,69,440 camels in the Khiva khanate, most of which were used for transportation[7]. According to the researcher A.Sadikov, in the second half of the XIX century from Bukhara in caravans of 3,000 camels belonging to Khiva traders, 1000 from Karshi, 1000 from Shakhrisabz were brought to Khiva [8]. The toll paid for each camel on a commercial caravan route was around 1-1.5 till [9].

The caravans from Khiva, Bukhara and Tashkent had a small number of donkeys. Usually a donkey is loaded with 4-5 pounds. If the caravan route was not very long, the donkeys at short distances were loaded with 8, sometimes up to 10 pounds [10]. Carrying mules were considered more powerful than camels and weighed more than 20 pounds. Another advantage of mules is that the camel covered the distance in 15 days and the mule covered the distance in 12-13 days. The wild desert species of load-bearing horses are strong and resilient, with a load of up to 10 pounds [11]. Such horses were highly valued because their speed was two to three times faster than that of a camel. The productivity of horses and carts was very low, the daily productivity did not exceed 5.3 tons per kilometer \*, the productivity of camels did not exceed , 3.2 tons per kilometer, and the productivity of donkeys did not exceed 0.8 tons per kilometer [12].

The Khiva people made car wheels big and high. On land, cargo was transported in 4- and four-wheeled carts by the end of the 2nd and 19th centuries, and their speeds did not exceed 10 km [13].

The 19th century ushered in a new era in world transport. As a result of the research of Jacques Lenaur in 1861, N.A.Otto in 1867, and O.Kostovich in 1879 on the internal combustion engine, the development of vehicles developed rapidly. As a

result of increased vehicle efficiency, new types of transport services have begun to emerge.

The development of transport services in the Khorezm oasis began much later than in other regions of the country. The development of transport in the khanate did not meet the requirements of the current period. Even in the twentieth century, when the world was dominated by technical progress in the field of transport, the use of animal labor in this area remained one of the priorities of the khanate.

As a result of the abdication of Said Khiva Khan of Khiva on February 2, 1920, the First All-Khorezm Congress was held on April 27-30, 1920, in which the government of the Khorezm People's Soviet Republic was formed and its first Constitution was adopted [14].

On February 8, 1920, according to the decision of the Revolutionary Committee, the Khorezm People's Economic Council was established. The structure of this council, which functioned until 1924, made a significant contribution to the development of transport infrastructure of the republic, as well as other sectors [15].

This council adopted 6 resolutions on the development of the transport system of the KPSR [16]. In October 1921, by the decision of the Council, the General Directorate of Local Transport was established in Khiva and 12 employees were attached to it. Due to the lack of railways and automobiles at the disposal of this department, the main cargo in the country was transported mainly by horse-drawn vehicles. At that time, the administration had 276 chariots and 299 horses at its disposal [17]. Of these, 128 were in Khiva, 25 in Shokhabod, 35 in Dashovuz, 27 in Porsu, 16 in Khojaly, 17 in Old Urgench, 11 in Khazarasp, 5 in Pitnak, and 19 in Darganota[18]. As this opportunity failed to meet the needs of the young state, the peasants' horse-drawn carts were mobilized.

According to the economic plan of the USSR for 1924-1925, it was important to bring the following products from the center [19]:

Product Name	Quantity	Amount
1. Sugar	45,000 pounds	450,000 rubles
2. Tea	10,000 kg	600,000 rubles
3. Fabric	31 meter	1,560,000 rubles
4. Dishes	-	66,000 rubles
5. Machinery, equipment and metals	-	100,000 rubles
6. Flour	-	60,000 rubles

In October and November 1924, 25,000 pounds of flour, 12,000 pounds of sugar, 4,000 pounds of tea, 20 acres of cloth, 3 wagons of dishes, 1,000 pounds of tagcharm, 5,000 rubles worth of agricultural machinery and small equipment were imported to the USSR. . These products did not meet



the needs of the KPSR. The republic's transport potential was very poor, and in 1926 there were 252 carts at the disposal of the General Directorate of Local Transport [20]. During this period, camels were widely used in the transportation of oasis. Camel-mounted carts were the main means of transportation in the agricultural sector. By 1927, 8,100 camels were involved in transportation and agriculture in the oasis [21].

The first car entered the Khorezm oasis on June 26, 1927. This car is the first vehicle in the oasis. This car was a Reno Sahari manufactured by the French company Reno and covered the distance from Chordjoi to Khiva in 3 days [22] (see Appendix 6). Since 1927, the General Directorate of Local Transport has provided services on the Urgench-Chordjuy route at a rate of 47 rubles per passenger, Urgench-Khiva - 3 rubles 92 kopecks, Urgench-Doshoguz - 8 rubles 72 kopecks [23]. In 1928, the demand for motor transport in the country was provided by 22%, while in Khorezm this figure was 6.4% [24]. Since 1929, the oasis has seen an increase in the number of vehicles needed for the agricultural system. In 1924, the US "Farmol" and "Fardzon" tractors appeared in Khorezm [25], and by 1931, the USSR's XTZ and STZ tractors began to be widely used [26].

In 1929, the Main Department of Roads and Motor Transport of Uzbekistan and its branches throughout the country were established. At the initiative of this organization, a special group was established in 1933 on the basis of the Institute of Economic Research under the Central Asian State Planning Committee to connect the Khorezm oasis with the European part of the union through the transport and communication system [27]. However, due to the complexity of local conditions, the group's activities were ineffective.

The railway to the Khorezm oasis was destroyed later than in other parts of Central Asia. In the 1920s, the Lower Amudarya region had a population of about 2 million, and their economic needs could not be met without railways.

For the Soviets, the most pressing issue was to increase the economic dependence of the colonies on the center in order to control the imperial territories and turn them into a raw material base. It was impossible to implement this policy without railways.

With the victorious end of World War II and the spiritual upheaval in the country, proposals to lay railway tracks to Khorezm were again put forward. Because the region and the entire Lower Amudarya region were almost deprived of the opportunity to receive domestic goods from the center and to transport their own raw materials. The Amudarya shipping was in crisis and was able to carry a very

small amount of cargo. For example, in 1947, when the region's demand for bread was 76,200 tons, the Central Asian shipping fleet brought 8,475 tons of grain, oil products - 17,340 tons instead of 50,000 tons. In particular, Uzcottontrans (Uzkhloptrans) cars almost stopped due to lack of gasoline. Therefore, in July 1947, only 33.4% of the planned raw cotton was exported from Khorezm region and 15.2% from Karakalpakstan [28].

On December 18, 1952, the first train was solemnly welcomed at Urgench station [29]. The TE1-198 locomotive that towed the train was driven by II Gubanov and Eshon Atamuratov, machinists of the Chorjoi depot, deputies of the Supreme Soviet of the Turkmen SSR. 400 km of the Ashgabat railway. The road between Urgench and Chorjoi will provide uninterrupted transportation of goods and passengers [30].

As a result of the railway construction, the Karakalpak ASSR, Khorezm and Dashoguz regions will be supplied with household goods, machinery, equipment, fertilizers, as well as raw materials (cotton, rice, silk, oil, melons, horticulture, livestock products, etc.). ) transportation capacity has expanded. Between 1952 and 1955, 163 dwellings were built in the city of Urgench, and 40 two-storey and 20 single-storey dwellings were built in the railway town[31].

As a result of the arrival of the railway in the oasis, the transportation of raw materials for production developed. 1958-1965 As a result of the emergence of industries such as textiles and processing of agricultural products, 70 manufacturing enterprises were launched and the volume of production increased by 3.5 times. The development process in the agricultural sector is intensifying. In 1939, 1,200 tons of fertilizer were brought to the oasis to improve the mineralogical condition of the lands, and by 1969, this figure had risen to 200,000 tons[32]. During 1958-1964, as a result of increased transportation of construction materials by rail, 2,076 km of gas pipelines, 473 km of asphalt roads, a secondary school for 23,819 places, a preschool for 29,300 places, and a hospital for 500 places were built.

The history of the Air Force dates back to the early days of the twentieth century. For the Soviet government, connecting the colonies by air was of strategic importance. In 1921 the representative of the RSFSR B.G. Gorodetsky (1896-1944) initiated the introduction of aviation in Khorezm[33]. On December 16, 1922, the Presidium of the CPC of the USSR adopted a resolution "On the establishment of an airfield in Khiva."

In 1922, the Executive Committee of the USSR adopted a resolution "On the opening of an air route between Khiva and Charjou [34]" According to



the decision of the Khorezm Economic Council of November 28, 1923, 25985 rubles 42 coins were allocated for the construction of one airfield in Khiva, and 274 rubles 30 coins for the equipment depot at the airport [35].

In 1923, a "flying" postal service was established for communication between the citizens of the KPSR and covered 450 km. Mail messages were sent to the local routes Kagan – Aktogay – Darganota – Khiva, Hazarasp, Dashovuz, Khojayli, Kungrad. At that time, the postal telegraph department began to establish a postal service by concluding contracts with private contractors [36].

October 31, 1923 in Moscow, the representative of the Turkestan ASSR M.S. Isaev, the representative of the KPSR M.A. Matchonbaev and Abdurahim Yusufzoda, a representative of the USSR, and I. Devyatovsky, a representative of the Dobrolyot [37] board of the Russian Voluntary Air Fleet. According to the agreement, from April 1, 1924, the company "Dobrolyot" was given the right to carry passengers and mail on the routes Bukhara-Khiva, Tashkent-Almaty and Bukhara-Khiva. Clause 4 of the agreement stipulates that after 10 days, temporary flights will be operated on the route Bukhara-Khiva. If the Khiva airport meets the landing requirements, it is planned to operate flights to Khiva-Tashkent twice a month. Initially, it was planned to operate flights between Tashkent-Khiva 3 times a month and Bukhara-Khiva twice a month[38].

1923 The RSFSR allocates 100 agronomists, engineers, mechanics, electricians, pressmen, and leather workers to help Khorezm. In the middle of this year, the Turkestan ASSR, Bukhara and Khorezm People's Soviet Republics formed a Central Asian branch of the Voluntary Fleet Company and purchased 6 aircraft on the Tashkent-Almaty-Bukhara, Bukhara, Khiva air routes. Specialists will be sent to set up an air station near the city of Khiva [39].

On March 30, 1924, by order boshqar54 of the Central Asian Directorate of the Dobrolet Society of the Russian Volunteer Air Fleet, the Dobrolet Society's air base in Kagan, Bukhara, was established [40]. By this time, it was designed to carry passengers from Germany and was 140 km per hour. Preparations were made for the opening of the Tashkent-Almaty, Bukhara-Khiva, Bukhara-Termez-Dushanbe air routes, bringing six six-seater Junkers-13 aircraft [41].

The establishment of an airfield in Khiva was militarily necessary for the Soviet government. By 1924, air aviation had been used to quell popular uprisings in the Lower Amudarya region and in Turkmen-populated areas. On March 8, 1924, Sergei Nikitin, commander of the 2nd Air Squadron, took to the air in a military plane from Khiva airfield,

inflicting heavy casualties on an attack on the fortress around the Balai Ishim well, 260 km from Khiva, the stronghold of Junaidkhan's rebels[42].

By 1924, the Dobrolyot Company established a 450-kilometer Bukhara-Aktogay-Darganota-Khiva route and carried out technical flights on these routes. In the same year, the first passenger flights were launched on the route Kagan-Dashovuz-Khiva [43]. In 1924, the country held national state border events, which were included in the USSR, Uzbekistan and Turkmenistan.

In 1925, the Dobrolyot Society carried out the first aerial photography in the Khorezm oasis. In 1926, he established passenger services on the routes Khiva-Kagan, Khiva-Leninsk, Khiva-Darganota, Khiva-Dashovuz [45].

Until the middle of the twentieth century, the dependence of the Khorezm oasis on a single transport system had a negative impact on its economic and social development. As a result of the one-sided policy pursued during the Soviet era, the lack of qualified personnel for the sector, and the negative impact of agricultural reforms on the environment, the oasis water transport infrastructure was in crisis.

The transition from the old, traditional means of transport to horse, donkey, camel and cart transport to road transport was a positive development in the operation of transport in the oasis, which led to the formation of modern road communication systems. Due to the lack of stones needed for road construction in the oasis and the fact that they are mainly imported from other regions, the process of construction of paved roads was slower than in other regions of the country.

The Chorjoi-Urgench-Kungrad railway, as an advanced communication network of its time, to some extent influenced the economic processes in the Khorezm oasis. In particular, domestic and foreign trade relations in the oasis have been revived, the process of attracting agricultural and livestock products to trade has accelerated due to the expansion of the village's opportunities to bring raw materials closer to the city and its consumers. As a result of the construction of railway tracks to the oasis, the volume of economic freight and passenger traffic has increased.

As a result of the construction of the Kungrad-Beynov railway and its connection with the Chorjoi-Kungrad line, it connected the Central Asian republics with the central part of Russia in a relatively close and privileged way. The construction of this road provided direct access to the Khorezm oasis with the European part of Russia and the central cities of the USSR.

As a result of the creation of railway and air transport in the oasis, Khorezm was visited by



leading specialists in the field of Russian, Ukrainian, Tatar and German nationalities. Therefore, the composition of the population of Urgench, the regional center of railway and air transport, has changed dramatically, which in turn has contributed to the strengthening of ethnocultural and ethno-economic processes.

The role of the air fleet in the development of the national economy has increased. With the help of planes, defoliation of cotton crops, chemical treatment of insects, transportation of food to shepherds, provision of ambulance sanitary services, transportation of mail, timely delivery of passengers to short and long distances were established. The work on construction of large and small runways, refueling and maintenance of aircraft, communication has been improved. With the increase in the number of modern aircraft and helicopters, a large group of pilots and ground servicemen was formed. Khorezm aviators are among the leaders in the country.

The nineteenth century marked the beginning of a period of great development in the world of science. As a result of technical progress, the development of transport infrastructure has strengthened the integration between the countries of the world. However, due to the socio-economic crisis that prevailed in the Khiva khanate, the level of vehicle development in the oasis remained the same as in ancient times.

By the twentieth century, the natural location of Khorezm led to the development of water transport in the oasis and the formation of mixed communication routes connecting the region with other regions of Central Asia by crossings. As a result of this process, various transport service professions and villages inhabiting the representatives of this profession emerged in the oasis;

Despite the development of shipping on the Amudarya to some extent, water transport during this period did not provide the oasis with the goods necessary for socio-economic development. The non-compliance of caravan and waterways with modern requirements has become a serious obstacle to the economic development of the oasis;

The construction of the Chorjoi railway junction and the opening of the steamship on the Amudarya in 1887-1888 further strengthened the economic ties of Khiva with Bukhara and Russia. As a result, the city of New Urgench, a trade and industrial center in the Khorezm oasis, has grown in stature.

By the end of the 19th century, transport opportunities, which had played an important role in the socio-economic life of the Khiva Khanate, were in crisis. As a result of the complicated political situation in the khanate, progressive ideas and

programs aimed at reforming society did not materialize.

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