

**WORKS OF RUSSIAN SCIENTISTS ON THE HISTORY OF
COMMUNICATIONS AND TRANSPORT OF KARAKALPAKSTAN
(LATE XIX - EARLY XX CENTURIES)**

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ABSTRACT

The article is devoted to the historiography of the study of the formation and development of communications in the South Aral Sea, in particular, railway and water transport. After all, the importance of communication routes is enormous, because transport is the material basis of the international division of labor, affects the location of production, promotes the development of specialization, as well as the development of integration processes.

KEYWORDS: *South Prearalie, Water Transport, Karakalpakstan, Expeditions, Communication Lines, Railways.*

1. INTRODUCTION

In the second half of the nineteenth - early twentieth century. Central Asia as a whole, Karakalpakstan in particular, turned into a colony of tsarist Russia. The tsarist government, in order to implement its socio-economic and political programs, organized numerous expeditions to the territory of Karakalpakstan, and as a result, scientific works were published. Information from travelers and ambassadors, their diaries were accumulated. Therefore, the actual task of historical science is the analysis of information from a modern point of view, its introduction into scientific circulation and evaluation. In 1874, under the leadership of Colonel N.G. Stoletov, the Amudarya expedition was organized. Numerous articles were published on the progress of this expedition in the journal Izvestia, the organ of the Russian Geographical Society in 1875-1879. Tsarist Russia, having directed the channel of the Amu Darya to the Caspian Sea, wanted to have a regular water communication linking Russia with India.

2. MAIN BODY

In 1873, A.V. Kaulbars, who participated in survey work in the lower reaches of the Amu Darya, published a number of works. In the work "The lower reaches of the Amu Darya described by their own research in 1873" (St. Petersburg, 1881) A.V. Kaulbars gives numerous information about the life, economy, culture, customs of the Karakalpak. It is noteworthy that he gives valuable information about the ways of communication of the Karakalpak people, transport, carts. In particular, this book emphasizes that: "approaching the Kara-Kalpak aul, you are amazed at the sight of numerous carts standing here and there with wagons, while in the southern Kazakh steppe nothing like a wheeled carriage is found anywhere. Here again, well-known conditions influenced: 1) the inconvenience or impossibility of keeping camels on the delta in summer, 2) the absence of mountains, sands, salt marshes impassable for wheeled carriages (during the wet season), 3) negligible compared to the distance for migrations, 4) The influence of settled fellow tribesmen " [1, p.555]. The following is written about the designs of the Karakalpak arba in this book: "The

arba was similar in design to the one used by our troops in the Khiva circles, only the wheels on the delta are thinner, and therefore the local crews are easier along the way” [1. p.556].

The problem of building a railway across the Karakum desert became relevant in the second half of the 19th century. For a practical solution to this problem, an expedition was organized in 1876 with the participation of engineers from the Ministry of Railways of Russia Dembitsky, Holstrom and Sokolovsky. In the autumn of 1877, Grand Duke Nikolai Konstantinovich also conducted survey work in the Karakum desert for these purposes [2]. In the course of soil research, it was determined that the Karakum desert is not a real desert, and the sands are reinforced with plants, so the imposition of rails will not lead to difficulties.

As a result of these expeditions and scientific research, it became possible to convene an emergency meeting in 1899, dedicated to the construction of the shortest railway line connecting Central Asia with Russia. At the meeting, two projects of directions were considered: "Charzhou-Aleksandrov Gai" and "Orenburg-Tashkent". To determine the priority of one of the directions, in 1899 an expedition was organized under the leadership of engineer L.A. Shtukenberg.

The expedition included 14 people, with a predominant number of railway engineers and technicians. The expedition did a lot of exploration work. Many of her conclusions and suggestions have not lost their importance to this day. By the way, it is interesting to note that as part of this expedition in 1899, as an employee of the Department of Railway Affairs of the Ministry of Finance, M.N. Chernyshevsky, the son of the famous Russian democrat and writer N.G. Chernyshevsky, visited Central Asia. [3, p.104]

M.N. Chernyshevsky wrote down his impressions of his travels in Central Asia in his travel diary. This diary, entitled “Through Ust-Urt to Central Asia,” is still in the St. Petersburg branch of the Institute of Oriental Studies of the Russian Academy of Sciences. The album is also kept here, which includes only a part of the photographs of this period - 52 photographs. Half of them recorded a picturesque landscape and sights of the territory of modern Karakalpakstan and the Khorezm region. The rest belong to Western Kazakhstan and Turkmenistan. The author of travel notes, M.N. Chernyshevsky, was a great lover of photographs. By the time of his trip to Central Asia, he had seven years of passionate passion for photography behind him. For 20 years he has always been a member of the Russian Photographic Society in St. Petersburg. Both the diary and the photo album are valuable unique historical documents.

Here is how M.N. Chernyshevsky wrote in his diary in 1899: “Through Ust-Urt to Central Asia” about the main tasks of the expedition that visited Central Asia on the problem of building a railway: “In 1899, a question was raised in government spheres about the need to connect our Central Asian possessions by a continuous rail track with the railways of central Russia. Two routes were planned: one was supposed to go from Orenburg to Tashkent, and the other - from the Alexandrov Gai station (now a village in the Saratov region in Russia - author) to the Chardzhui station of the Transcaspian railway. For a more thorough clarification of the comparative advantages and disadvantages of both directions, “... a special interdepartmental Commission was established from the representatives of the Ministry of Communications, Military and Finance. These persons had to drive along the marked lines themselves and collect all the necessary data on the ground. I was appointed a representative from the Ministry of Finance and, together with a party of engineers who carried out railway surveys, travel all the way from Aleksandrov Gay to Chardzhuy”.

In addition to M.N. Chernyshevsky, the expedition organized in 1899 headed by L.A. Shtukenberg included: military engineer V.K. Felt, engineers S.V. Trubetskoy, I.V. Palmgren, topographer V.V. Zun, mining engineer A.N. Ryabinin and 7 technicians, doctor, paramedic, translator and 100 hired workers. Member of this expedition, geologist, mining engineer A.N. Ryabinin in 1905 in the city of St. Petersburg in the "Mining Journal" (vol. I) published an article entitled "Across the

Caspian steppes and Ustyurt - from the river. Ural to the mouth of the Amu Darya (travel observations in 1899). A.N. Ryabinin, in his article on the expedition of 1899, wrote the following: "Especially important for the road was the issue of water supply to the completely almost waterless part of the steppe in the summer from the springs of Ushkan to Cape Myn-sualmas, for almost 80 versts, and the general question of the possibility of obtaining artesian water in Ustyurt - this rocky desert, which, however, represents the most convenient of all other paths for the ancient nomadic peoples in their invasions of southeastern Europe".

1700 verst distance from Aleksandrov Gay to Chardzhou, the members of the expedition passed through the steppes of Kazakhstan, the Ustyurt plateau, the territories of Karakalpakstan, the Khiva and Bukhara khanates.

The members of this expedition were received in Khiva by Seid Mohammed Rakhim Khan. About this meeting, M.N. Chernyshevsky wrote in his diary "Through Ust-Urt to Central Asia": "Khan received us in his palace on the inner terrace. With the help of a Russian translator, we talked with the khan for about 10 minutes about the proposed road, and the khan was very sympathetic to this issue and promised all assistance"

Issues related to the construction of railways in the lower reaches of the Amu Darya are also considered in the book "Note to the Khiva Railway Project" (Petrograd, 1915). It contains important information about the peoples living in the lower reaches of the Amu Darya. In particular, this book emphasizes: "In general, Uzbeks, Karakalpaks, Kirghiz and Turkmens are distinguished by high moral qualities - honesty, sobriety in their needs. On the other hand, they are tolerant and friendly towards the alien element, especially the Russians, and easily succumb to their cultivating influence" [4, p.24].

"Military-static description of the Turkestan military district. Khiva region" (Tashkent, 1912) contains complete information about the communication routes of Turkestan in general, the lower reaches of the Amu Darya in particular, about the internal and external communication routes of the Khorezm oasis, about communication routes with other countries and states. Here, the importance of the following lines of communication in the Khorezm oasis is noted: "1) Petro-Aleksandrovsk-Nukus-Chimbay (234 versts), Nukus-Kungrad (84 versts), connected important centers and northern parts of the khanate. 2) Khiva-Khazavat-Ilyaly-Old Urganch-Kungrad (260 versts) connected the southern and northern parts of the khanate. 3) Petro-Alexandrovsk-Khanki-Khiva (67 versts) and Petro-Alexandrovsk-Khanki-New Urganch-Shah-abat-Ilyaly-Old Urganch (21 versts) connected the city of Petroaleksandrovsk and the city of Khiva with the most important cities of the khanate" [5, p22].

The book "Caspian-Aral railway in economic terms. To the project of A.O. Brikelmeyer and K.V. Nikolaevsky" (St. Petersburg, 1914) contains rich material about the population of the South Aral Sea region, the natural resources of the Ustyurt plateau, the trade routes of the East, the development of animal husbandry, fishing, irrigated agriculture, cotton growing, gardening, viticulture, about the prospects of this region.

The valuable value of the book "The Caspian-Aral Railway in Economic Relation" (St. Petersburg, 1914) lies in the fact that it provides important information about the caravan routes connecting the Khorezm oasis with the outside world: "From the Khiva oasis there is a caravan route to Orenburg, Krasnovodsk and Kazalinsk, and the way to Orenburg goes through Ustyurt" [6, p.3]. For example, it is emphasized here that "with the establishment of a shipping line along the Amu Darya, with the construction of the Trans-Caspian railway, most of the cargo that used to go through Kungrad to Orenburg moved to the Aral Sea or Chardzhu" [6, p.11]. This book further contains data on the communication routes of the lower reaches of the Amu Darya and transport: "The Amu Darya makes flights from Petro-Alexandrovsk to Chardzhuy and from Chardzhuy to Termez - a state-owned steamer of the Amu Darya flotilla and 3 steamers of the Khiva society:

“General Samsonov” (between Novy Urgench and Chardzhui), "Khivinets" and "Bukharets" (between Novy Urgench and Takmak-Ata island)" [6, p.5].

However, the waterway through the Amu Darya and the Aral Sea, the caravan road could not satisfy the demands of Russian manufactory, could not ensure the export of raw materials from the Khiva oasis to Russia. For example, in the book “The Caspian-Aral Railway in Economic Relation” (St. Petersburg, 1914) it is emphasized that “the attempt of the Ryazan-Ural Railway to restore the significance of this route, to attract cargo, to send them along the caravan route from Kungrad to Uralsk failed. On the way, the society arranged warehouses and stations, movement was organized on carts drawn by camels, there was an office in Petro-Alexandrovsk that accepted goods for transportation and issued loans. But, despite the low even freight, the cargo went to the Amu Darya and Chardzhui” [6, p.12].

3. CONCLUSION

Thus, the works of Russian scientists of the late 19th century - early 20th century contain numerous information about the political, socio-economic life of the Karakalpak people, their culture, mentality and national values. A comprehensive analysis of these sources will help a deep understanding of the plight of our people, the difficulties associated with the lack of provision of means of communication.

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