

## MIGRATION PROCESSES IN CITIES UNDER THE EMIRATES OF BUKHARA

TUROPOVA MOHIDIL TURDIEVNA  
Termez State University "World History"  
Teacher of the department  
+998973505855 [turopovamohidil@mail.com](mailto:turopovamohidil@mail.com)

### ABSTRACT

In this article, as a result of Russia's vassal subjugation of the Bukhara Khanate, its economic and political control, as well as its interference in its internal affairs, intensified. In accordance with the 1873 Russian Bukhara Treaty, the issue of increasing Russian infiltration into the Bukhara border areas was discussed.

**KEYWORDS:** Chorjuy, New Bukhara (Kagan), Kerki and Termez-Patta-Kesarida, administrative, economic, cultural, military, industrial, merchants, usurers, merchants.

### INTRODUCTION

Russian trade firms are increasingly moving to the khanate, selling their products freely, opening shops, and even settling down and becoming permanent residents. In addressing this important issue, Russia has developed plans to launch the Trans-Caspian-Chorjuy-Katta-Kurgan railway, strengthen water transport through the Amu Darya navy, and build the Bukhara-Termez railway in a short time. It should be noted that even though the lands inhabited by Russian and Russian-speaking people were at the expense of the Emirate of Bukhara, the immigrants did not pay land taxes to the emirate's treasury and did not obey the rules of the emirate. Although Articles 4, 8, 11 and 12 of the 1873 Russian-Bukhara agreement stipulate that a Russian citizen seeking to move to Bukhara must first obtain a special permit from a Bukhara judge and then be registered with a Russian political agency. Did not. Article 4 of the agreement stipulated that locals or nomadic people from Asian countries who wished to reside in the villages where the Russians lived were allowed to stay with the permission of the Russian political agency.

Land allocation, construction and placement of buildings were carried out in accordance with the established plan. 750 to 1,500 square meters of land were allocated for the construction of warehouses for the collection and storage of products, 300 to 750 square meters for the construction of housing, and 5 to 15 square meters for trade in shops and markets. Copies of documents related to administrative management, economic, cultural, military, industrial, trade and housing construction were kept in the office of the Political Agency. In December 1886, special projects of the new city part of Chorjoi, the Amudarya station, the section of the Trans-Caspian railway passing through the territory of the Bukhara Emirate were approved and started to be implemented. On July 23, 1888, the Russian government signed a special agreement with the Emirate of Bukhara to protect the interests of the Russian and Russian-speaking population living in the territory of the Bukhara Emirate. The agreement was signed by Charokov, an employee of the Russian Political Agency in Bukhara, and Ostanokul Inoq, the chief zakat officer of the Emir of Bukhara, in which the citizens of Bukhara were allowed to live peacefully and freely in the Bukhara region.

According to the agreement, the planned settlement of the Russian population, the allocation of land plots, the construction of housing, the placement of farm buildings will be carried out with the approval of the Governor-General of Turkestan and the Emir of Bukhara. According to the agreement, the Russian government has undertaken the orderly arrangement of streets, construction of bridges, water supply, police, military, hospital and educational facilities, the planned placement. However, the main goal in the construction and

commissioning of these facilities was the use of funds from the Emirate of Bukhara, as well as free, cheap local labor. The Russian government carried out the construction of buildings such as trade-industrial, administrative-economic, sanitary-hospitals, at the expense of Russian merchants, industrialists and wealthy households.

In order to protect the interests of Russian traders and industrialists, in 1895 the villages of Samarkand-Termez-Saray built customs centers on the route and prevented the import of goods. As a result, businessmen, merchants, usurers, and merchants from Russia came to Bukhara to engage in trade, to acquire priceless goods and consumer goods at low prices, and to make a fortune. Different categories of Russian population since the 1890s Bukhara began to become a settlement located in the border areas. According to the 1897 census, 12,150 people had migrated from Russia to the khanate. By the beginning of the 19th century, according to Gubarevich-Radobolsky, 8,000 Russian troops were stationed in the border areas of the Bukhara Emirate. In total, excluding the Russian military, 50,000 Russians lived in the Bukhara Emirate. Immigrants from Russia lived mainly at railway stations, river ports, as well as in the cities of Bukhara, Karshi, Shakhrisabz, Gissar. The rapid migration of the Russian population was evident in Chorjuy, New Bukhara (Kagan), Kerki and Termez-Patta-Kesari. The main part of the immigrant population was, in terms of social origin, the noble Russian population, civil servants, intellectuals, the military, large and small merchants, artisans, laborers, railway workers and other categories. Among the immigrants, the Russian-speaking ethnic group also made up the majority, mainly performing handicraft, small trade, trucking, and petty services. It should be noted that there are regular national disputes and conflicts between the immigrant population and the settled local population. National discrimination policies have clearly shown their impact. It was common for immigrants to look down on the local population, ignoring its language, culture, and customs. Retired servicemen, low-ranking officials, self-employed merchants, peasants from the Caucasus and the Volga region, as in the whole of Turkestan, became permanent settlers in the Bukhara Emirate and became fully involved in economic life. The saddest thing is that they used the power of the Russian military administration to solve these problems, taking full control of the expulsion of the local population from their place of residence, the seizure of fertile lands, the development of new lands. In December 1894, the Turkestan government deployed the 31st Amudarya Border Brigade to a military headquarters in the village of Patta-Kesar to protect the Bukhara-Afghanistan border line. Termez Patta-Kesari, which is of military strategic importance, was located on the most important and shortest road Samarkand-Mazar-e-Sharif-Kabul, at the crossroads of strong links with the Emirate of Bukhara. Termez is protected by the banks of the Amudarya and Surkhandarya rivers, and the region has attracted the interest of Russian officials due to its location in a convenient location for the construction of low-altitude defenses. In 1897, as a result of the arrival and deployment of the 4th Orenburg Cossack Regiment, 57,000 rubles were allocated for the construction of housing for Cossack officers and barracks for soldiers. Due to the relocation of the 13th Turkestan Special Battalion at Petro-Alexandrovsky (now Turtkul) and the 2nd Orenburg Cossack Battery from Samarkand to Termez, the military administration purchased 12,000 acres of land to build a barracks and a military fortress, which was completed in 1905. Termez military fortress was built of solid and raw bricks with a rectangular solid stone foundation defense structures for the convenience of the defenders, shooting holes for each soldier were installed separately. Russia's position in the military fortresses of Patta-Kesar and New Termez was strengthened, and the influx of Russians accelerated. As a result, efforts to develop the Termez area intensified, and in order to meet the housing needs of the population, the Russian government asked the Emirate of Bukhara to allocate new lands. On January 27, 1900, the demand of Russia was satisfied and 9074 acres of land in the lower reaches of the Surkhandarya River were given as a free gift by the Emirate of Bukhara. The Tsarist government militarized the settlement of the Russian population, the construction of military defense facilities, and the acquisition of new lands the engineer handed over a plan for the development of the new territory to Kastilsky.

## CONCLUSION

As a result, on the basis of the project of development of new lands in 1905 at the expense of 300 thousand rubles the Termez irrigation system was created. The construction and commissioning of the Samarkand-Termez postal road in 1902 and the Kagan-Termez railway in 1916 significantly strengthened the economic, cultural and political situation of the city. Construction of new cultural and residential buildings, shops and warehouses, Eastern Society of Transportation.

The population of the city has increased as a result of the launch of the Caucasus, Mercury, Matjonbaev, Shamsiddinov and Ananev cotton gins, oil and brick factories. Despite the tight control of the city's military administration, the city's population grew steadily. Due to the entrepreneurship of private trade industrialists, the attention to the construction of private houses and courtyards has increased. On the eve of the First World War, the city of Termez had a population of 7,000. The Russian government did not pay attention to the improvement of the city, the construction of new housing, cultural and residential buildings. In 1902, A. Barnovsky, the head of the Termez military garrison and fortress, wrote a special letter to Lyutshu, the head of the Russian political agency in Bukhara. This notice was left unanswered. Due to the inability to solve this problem at the expense of the city, the death toll among the population was extremely high. The saddest thing is that the plight of the local population has put the poor in a serious predicament, and the Russian government has not taken any positive action in this regard.

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