

THE IMPORTANCE OF WATERWAYS IN TRADE AND ECONOMIC RELATIONS BETWEEN THE STATES OF UZBEKISTAN AND AFGHANISTAN

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Abstract: In this article, in the works of tourists, ambassadors, diplomatic officials, researchers of the 2nd half of the 19th-early 20th centuries, information on the issue of the establishment of trade and economic relations between the emirate of Bukhara and Afghanistan was studied and analyzed in detail.

Keywords: Trade Relations, Tourist, Ambassador, Caravanserais, Povinda, Cotton, Afghans, Lohaniy, “An Important Trade Warehouse Of Central Asia”.



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Introduction

The history of friendship, trade and economic and cultural relations between the present-day States of Uzbekistan and Afghanistan goes back to the distant past. Considering that the state of Afghanistan was founded in the XVIII century, we can see through historical sources that it tried to establish contact with the Uzbek khanates from that time. These sources particularly emphasize Afghan relations with the Emirate of Bukhara. During that time, Uzbekistan was subject to the Russian Empire, so all communications were carried out under the control of the Empire.

The Russian government's trade relations with Afghanistan were handled by the amudarya waterway. It was on the territory of the Surkhan oasis that the important nights of the amudarya waterway Pattakesar, Termez, Yorgah, Pigaguzar, Karakamar played an important role in foreign trade[1]. These nights did not lose their significance from the 16th century until the formation of the amudario flotilla. After the formation of the Russian flotilla, the importance of the Pattakesar night in cargo transportation increased. An example would be the construction of new wholesale warehouses here and the construction of a cotton gin that processes acorns from Afghanistan[2].

Methods

I.Remez reported that in trade with Afghanistan, the Pattakesar night was second only to the Karki night in terms of freight traffic. Through this exchange, goods worth 715 thousand rubles were transported in two years (1891-1892). The goods were mainly dry fruits, including 118,000 Poods of raisins, 27.5,000 Poods of tea, while sugar, metal products and other products were imported from Russia. Products imported from India and Afghanistan were Sherabad, Pattakesar head livestock, 41.4 thousand Poods of cotton, 12.4 thousand Poods of seed, 13 thousand Poods of various dyes. The same Quechua orcali was exported to Afghanistan 11.1 thousand pud sugar, 0.5 thousand pud candles, 2.2

thousand pud pottery, 2.6 thousand pud paraffin, 7.4 thousand pud metal, 25.7 thousand pud cloth and 2.2 thousand pud other various products[3].

In the middle of the 19th century, three lines were in motion connecting the city of Balkh, Afghanistan:

First route: Samarkand-Shahrisabz—Yakkabog—Tashkent—Shotrud pass—Sarijoy—Yurchi—Denov—Termez-Balkh.

Second line: Samarkand-Jom—Chiyalikuduq—Guzor—Agrabat—Iron Gate—Termez-Balkh.

Third line: Samarkand-Shahrisabz-Kaltaminor pass-Agrabat-Iron Gate-Termez-Balkh[4].

The transformation of the Bukhara—Afghan border into the Russian – Afghan border, the establishment of control of the Russian Empire at Quechua and customs points along the Amudarya also led to the fact that direct trade routes served in his interests[5].

During the Amudaryo – Panj night, 40% of the products from Afghanistan passed through Karki customs. After Karki customs stood Pattakesar customs in the cargo warehouse. Its total turnover was 715 thousand rubles. In particular, kishmish accounted for 11,800 Poods, livestock 27,500 heads, cotton 41,400 Poods, millet 12,400 Poods, dye products 1,300 Poods. In the Bukharan-Afghan trade, local industrial products were central, although it began to decline by the late 19th century. Zero began to occupy Afghan domestic markets with products from the British Industry. For example, in 1880, 10,000 Poods of olacha cloth worth 156,000 rubles were taken from Bukhara, while in 1891 this figure fell to 2,000 Poods. Wool and semi-woolen fabrics, on the other hand, fell from 0.3 thousand Poods to 0.03 thousand poods[6].

Some of the goods brought from Russia were transported by river from Termez to Afghanistan. Boats belonging to Oasis traders ran in amudarya. Shipments through Afghanistan were transported by boat as far as Termiz, and from here some of the cargo was unloaded and transported to Bukhara along the Sherabad – Boysun – Denov route. Boats belonging to Bukharan merchants sailed upstream from Termez along the Amudarya.[7] From Surkhan Oasis, the road through Kelif is the main route for caravans to cross the river to Bukhara. Not all times of the year were favorable for the shipping of boats along the Amudarya, especially in November, December and February, when shipping was difficult. Archival sources contain valuable information about boats. 80-85 pieces of yellow Willow were used on one boat, and 6-7 Masters worked for several days to make it[8].

Results and Discussion

In 1898-1900, the Pattakesar night, which was instrumental in trade relations between the Emirate of Bukhara and Afghanistan, had 4 boats, 2 belonging to Bukhara and 2 to Afghanistan[9]. Their annual income was 3 thousand rubles. The income of Sherabad Beg was 1500 rubles. There were 3 ships in the piggyback night, of which one belonged to Bukhara and two to Afghanistan. Of these, Sherabad begi made a profit of 2,000 coins per year. It was through this Quechua that trade relations were conducted with the cities of Balkh and Mazori-Sharif. It had 6 boats, of which three belonged to Bukhara and three to Afghanistan. These boats were charged for goods and passenger transfers as follows: 1tanga for camel and horse freight, half a penny for donkey freight, and 16 checks were charged to each passenger[10]. During this period, the volume of output to foreign countries through the city of Termez also increased significantly. For example, in 1903, 23 million were transferred through the city. a variety of products in rubles are excluded. 2 million of that. rubles were exported to Russia, 500 thousand rubles to Afghanistan, products worth 70 thousand rubles were exported to Iran, India and other countries[4].

The Oasis cities conducted foreign trade mainly with Afghanistan and India. Trade relations with India and Afghanistan were carried out through the cities of Termez and Sherabad. Imported goods were collected here and then distributed to other areas of the Emirate of Bukhara. Trade with Afghanistan was primarily conducted through northern Afghanistan. In addition to Afghan goods, there were many purchases of English and Indian goods. In 1938, a technical project for the construction of "Sovafgantorg" warehouses in the city was approved. At this time, industrial products, clothing, equipment, vehicles, fabrics were shipped to Afghanistan through the Termez river port. And from Afghanistan, products such as Subtropical fruits, raisins, dark skin, wool were brought[3]. As a result of the construction of the rail-car bridge between Uzbekistan and Afghanistan, a large part of the export and import cargo went to full rail transport. In 1960, the port was designed to carry 754,000 tons of cargo. According to the project, it was supposed to have 75 thousand tons of wheat, 10 thousand tons of salt, 116 thousand tons of cotton[11]. This is the reason why Afghanistan has gained international importance in the delivery of export-import cargo through the Port of Wonder.

Conclusion

In conclusion, trade relations with the state of Afghanistan have been established since the XIX century, which today clearly demonstrates its result in joint relations between the peoples of the two states. The state of Uzbekistan first of all aims to establish good neighborly relations with its nearest border countries and make the Central Asian region one of the leading regions of the world, and we can see this on the example of a number of things done.

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