

History of Afghanistan-Bukhara Relations in the Process of Incorporation of Bukhara Emirate into Russian Customs System

Ahmadov Ahmadjon Asror o'g'li

Doctoral student of the Archeology and History of Bukhara Department of Bukhara State University, Uzbekistan

ABSTRACT: This article is a historical analysis of the introduction of the Bukhara Emirate into the single customs system of Russia and the changes in trade relations and diplomatic relations between Afghanistan and Bukhara in the subsequent periods.

KEYWORD: customs, foreign trade, merchant, diplomacy, customs tariff, trade agent, ford points, ship, border.

INTRODUCTION

According to history, the role of the Amudarya waterway and its fords was considered important in the development of trade relations between the Emirate of Bukhara and the neighboring countries of the East. In particular, if we take into account the importance of the cities of Termiz and Sherabad in Bukhara's trade relations with Afghanistan, it is through these cities that more than 6 thousand camels of various products are transported from Afghanistan annually [1].

During this period, there were two types of fords, and these were fords of foreign trade importance. The first group includes the important fords of the Amudarya waterway in the Surkhan oasis, such as Pattakesar[2], Old Termiz, Yorgoh (Shorob), Chochkhaguzar, Karakamar. In the second group, Khotinrabot, Burguttepa, Ayritom, Maimunto'kai, Sasikkol and Baldir fords are considered locally important fords [3]. And even after the formation of the Amudarya flotilla, these fords did not lose their practical importance.

DISCUSSION

After the contract of September 28, 1873, it can be seen that the predominance of Russian interests in the Emirate of Bukhara increased. This year's contract consists of 17 articles, and Article 3 of it: "Bukhara ships and Russian steamships, as well as government and private ships, along with other fleet ships, are allowed to sail freely in the Amudarya section belonging to the Bukhara Emirate"- the rule was strengthened. Also, in the 4th article, it is written that "Russians have the right to build their parking place and warehouses on the banks of Bukhara of the Amudarya, where it is necessary and convenient"[4]. Therefore, it can be seen that the interests of Russia are directly provided in such articles.

During this period, the Bukhara and Khiva khanates were fully subordinated to the political interests of the Russian Empire and had no power in foreign trade. All foreign trade and diplomatic relations were carried

out with the direct consent of the Russian government. For this purpose, a special council was convened at the end of 1892 at the initiative of the Ministry of Finance of the Russian Empire. The Council considers it desirable to enter the Khanate of Bukhara and Khiva into the single Russian customs system. But Alexander III was not in a hurry to confirm the decision of the council due to the possibility of protest from the emir of Bukhara and promised to give him a part of the duty payment from foreign goods.

In October 1893, the project on the unified customs system was sent to the governor-general of Turkestan Veryovsky and the emir of Bukhara. The Emir was forced to approve this project, and from 1894 it was decided to establish Russian customs offices at the border points of the Emirate.

The law on the inclusion of the Bukhara Emirate in the Russian customs system was adopted on July 6, 1894 by the Russian emperor Nicholas II (1894-1917) with the signing of the law "Customs section in Central Asia" and officially entered into force on November 15 of this year [5]. By 1895, Karki, Kelif, Chochka-Guzar, Patta-Hisor, Ayvaj, Panj, Bassargin, Chubek, Saray, Bagarakhs customs offices started working. From July 1, 1895, control of trade on the Russo-Afghan border came under the influence of the Russian Empire [6].

In 1894, with the opening of the customs post in Chuchka Guzar, the trade route on the Bukhara-Afghan border passed through the Russian trade point, and Russia established Kerki, Kelif, and Ayvaj customs posts at points convenient for the Amudarya ford [7]. From this period, the control of the Bukhara-Afghanistan trade routes, the customs fees collected from the trade, were transferred to the discretion of the Russian Empire and completely subordinated to the interests of Russia.

According to one of the reports, Afghan merchants tried to pass through the lands of the Bukhara Emirate without encountering the Russian customs established at the border. At this time, the Russians organized a 5% customs service to pass through the Panj tributary of the Amudarya. However, in 1895, 38 Afghan merchants were caught while crossing the illegal road, and 33,048 soums worth of goods were confiscated.

According to historical sources, in 1895, 700 pounds of sesame seeds were taxed at 5 percent, i.e. 52 rubles, while the Afghans received 150 rubles. The trade turnover has fallen. In 1894-1895, goods in the amount of 1,500,000 rubles were exported from Bukhara to Afghanistan, of which 200-300 thousand soums worth of goods were produced in the emirate, and the rest were Russian manufactured goods. Especially among them, the contribution of gas, cast iron boiler, iron, white sugar, sugar and attar goods was more [8].

During the reign of Habibullahkhan, in 1902, a new customs office was established through Russia Kushka. The Afghans sold goods in the amount of 250-350 Indian rupees per camel (90-120 soums in Russian money), and the Russians tried to transfer as much industrial products to Afghanistan as possible. Knowing the cheap passage of Russian goods to Afghanistan through the Emirate of Bukhara, the Ministry of Finance of Russia decided to pay a duty of 1.50 to 1.75 tineys to the treasury of the Emirate of Bukhara for every pound of goods transferred through the territory of Bukhara in 1891-1901. However, Russian merchants did not follow this all the time [9]. The tax collected from Russian merchants went to the Moscow treasury.

After the Bukhara Emirate was included in the Russian customs system, the imperial government took measures to fully control the trade with Afghanistan. In the notices sent by the Chamber of Commerce and Industry to the Minister of Trade, Industry, Internal Affairs, Military and Finance, the issue of recalculating the amount of duty on goods with Afghanistan, taking into account the need for these goods in the territories of the Russian Empire to determine the duty on cotton, caracal, lapis lazuli meat and bread products purchased from this country, was put on the agenda [10]. Some government officials have called for no tariffs at all on goods coming through Afghanistan, as mentioned above.

In particular, it is assumed that the increase in customs tariffs for goods in trade with Afghanistan will slow down trade, import and export through this country, which will ultimately have a negative effect on the

process of trade. The aim is to make this country dependent on the Russian market by charging the lowest duty on all handicraft products coming from Afghanistan, leather, shoes, woolen cloth, fabrics [11].

RESULTS

The Russian government was looking for measures to encourage cotton cultivation in Afghanistan, buy cheap cotton fiber, and import more cotton raw materials from this country. Afghanistan, like Turkestan, is planned to be an important cotton raw material base of the empire, and since 1911, at the suggestion of the head of the customs district of Turkestan, a minimum customs duty of 20 shillings has been introduced for 1 pound of Afghan cotton imported [12]. The Russo-British Treaty of 1907 prevented Russia from making wider use of the economic opportunities of Afghanistan. One of the terms of this agreement was that the Russian Empire was deprived of the right to open consular offices in Afghan cities.

For this reason, as the main means of penetration into the Afghan economy, Russia followed such targeted ways as lowering customs tariffs for the import of Afghan goods, preventing Afghans from searching for new markets for leather and cotton, maintaining warm relations with the Afghan emir, and establishing trade agencies (espionage) in this country [13].

Therefore, in the implementation of promising tasks, the customs tariff in Afghan-Russian trade in 1894-1910, as well as the activities of customs control and customs department, Turkestan customs district, etc., were recognized by the government as unsatisfactory. For this purpose, in 1911, a proposal was made to develop a new customs definition for the border of Afghanistan and to discuss it at a joint meeting of the ministries of trade, industry, finance, military, interior, agriculture and land property in the capital of the empire, Saint Petersburg [14].

CONCLUSION

In conclusion, the Russian government of the Bukhara Emirate failed to develop perfect, uniform customs procedures for Afghanistan. Of course, this situation was influenced by many factors, such as conflicts between Russian merchants and Bukhara trade representatives, illegal tax collections, Russian-British conflict over Afghanistan, and additional customs taxes collected from Afghan merchants at the border in some cases.

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