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ORGANIZATION OF THE POSTAL SERVICE IN THE SEMIRECHENSK REGION (THE SECOND HALF OF THE 19TH CENTURY - THE BEGINNING OF THE 20TH CENTURY)

Abstract

Changes in the conditions of life and human activity have led to changes in the means and methods of communication, their technical perfection. In the same way, the emergence of mail was directly related to state, economic and cultural needs. Since the military, transport and other spheres of society of the empire could not be controlled without the use of communications. Thus, the importance of mail, and then the telegraph as the first means of communication, was enormous.

The postal and telegraph department of the Russian Empire carried out its activities only for the purpose of making a profit. In general, the postal service of the Russian Empire was inferior to the postal service of European countries, and in Kazakhstan in the late 19th and early 20th centuries, its development lagged behind other regions of the empire. However, given the unique features of the region, the postal service has become the main mechanism for the development of communications in Kazakhstan.

The article under consideration is devoted to a comprehensive study of the activities of postal institutions and the organization of postal services in the Semirechye region in the late 19th and early 20th centuries. Here, the main tasks are to analyze the main activities of the postal institution, the dynamics of the development of the postal system of Kazakhstan, including the Semirechensk region, from the point of view of the global development of the postal system for the period under review, and the main ways of postal routes in the Semirechensk region as a type of communication.

Keywords: communication, post, telegraph, postal roads, means of communication, zemstvo post.

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ЖЕТІСУ ОБЛЫСЫНДА ПОШТА ҚЫЗМЕТІНІҢ ҰЙЫМДАСТЫРЫЛУЫ (XIX ҒАСЫРДЫҢ ЕКІНШІ ЖАРТЫСЫ-XX ҒАСЫРДЫҢ БАСЫ)

Аңдатпа

Адамның өмір сүру жағдайында және қызметінде болған өзгерістер байланыс құралдары мен әдістерінің өзгеруіне, олардың техникалық жетілуіне алып келді. Сол сияқты поштаның пайда болуының өзі мемлекеттік, экономиканық және мәдени қажеттіліктермен тікелей байланысты болды. Өйткені империяның әскери күштерді, транспортты және қоғамның басқада да салаларын байланыс құралдарын қолданбай басқару мүмкін емес еді. Демек алғашқы байланыс құралы ретінде поштаның, кейін телеграфтың маңызы орасан зор болды.

Ресей империясының пошта-телеграф ведомствосы қызметін тек пайда табу мақсатында жүзеге асырды. Жалпы Ресей империясының пошта қызметі еуропа мемлекеттерінен кенже қалып, Қазақстанда да XIX ғасырдың соңында-XIX ғасырдың басында империяның басқа аймақтарымен салыстырғанда дамуы артта қалған болатын. Алайда аймақтың өзіндік ерекшеліктеріне қарай пошта қызметі Қазақстанда коммуникацияның дамуының негізгі тетігіне айналды.

Қарастырылып отыраған мақала Жетісу облысында XIX ғасырдың соңында-XX ғасырдың басында пошта мекемелерінің қызметін және пошта қатынасының ұйымдастырылуын жан-жақты зерттеуге арналған. Мұнда пошта мекемесінің негізгі қызмет бағыттарын, жалпы қарастырып отырған уақыт аралығында пошта жүйесінің дүниежүзінде даму призмасынан Қазақстанда, оның ішінде Жетісу облысында даму динамикасын, Коммуникация түрі ретінде Жетісу облысында пошта жолдарының негізгі маршруттарын талдау негізгі міндеттер ретінде қарастырылған.

Кілт сөздер: коммуникация, пошта, телеграф, коммуникация, пошта жолдары, қатынас жолдары, земстволық пошта.

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ОРГАНИЗАЦИЯ ПОЧТОВОЙ СЛУЖБЫ В СЕМИРЕЧЕНСКОЙ ОБЛАСТИ (ВТОРАЯ ПОЛОВИНА XIX ВЕКА - НАЧАЛО XX ВЕКА)

Аннотация

Изменения в условиях жизни и деятельности человека привели к изменениям в средствах и способах связи, их техническому совершенству. Точно так же появление почты было непосредственно связано с государственными, хозяйственными и культурными нуждами. Так как военные, транспортные и другие сферы общества империи не могли управляться без использования средств связи. Таким образом, значение почты, а затем и телеграфа как первого средства связи было огромно.

Почтово-телеграфное ведомство Российской империи осуществляло свою деятельность только с целью получения прибыли. В целом почтовая служба Российской империи уступала почтовой службе европейских стран, а в Казахстане в конце XIX-начале XX века ее развитие отставало от других регионов империи. Однако, учитывая уникальные особенности региона, почтовая служба стала основным механизмом развития связи в Казахстане.

Рассматриваемая статья посвящена комплексному изучению деятельности почтовых учреждений и организации почтовой связи Семиреченской области в конце XIX-начале XX вв. Здесь основными задачами являются анализ основных направлений деятельности учреждения почтовой связи, динамики развития почтовой системы Казахстана, в том числе Семиреченской области, с точки зрения общемирового развития почтовой системы за рассматриваемый период и основные пути почтовых путей в Семиреченской области как вид сообщения.

Ключевые слова: коммуникация, почта, телеграф, почтовые дороги, пути сообщения, земская почта.

Introduction:

In nowadays information society, the value of the information provided depends on the speed of its delivery. Therefore, the delivery of information in history was directly related to the post, and later the telegraph. In addition, despite the development of information technologies, it is better not to forget the importance of traditional mail in human civilization. Postal service adapted to modern requirements remains one of the main means of information exchange or delivery in the modern communication space. In general, the existence of the postal service as a means of communication is justified by the existence of

human society. Changes in the living conditions and activities of a person have led to changes in means and methods of communication, their technical improvement. In the same way, the appearance of the postal service itself was directly related to the state, economic and cultural needs. Because it was impossible to manage the military forces, transport and other spheres of society of the empire without the use of means of communication. Therefore, postal service was of great importance as the first means of communication.

The emergence and implementation of this means of communication in the region, the growing need for their services, constitute the relevance of research. At the beginning of the 20th century, it is impossible to imagine a society without post, telegraph, and nowadays radio, television, Internet, and mobile communication. In modern communicative studies, several scientific aspects of communication research are known. We are guided by them in our research. In interactionism, communication is considered as a part of individual activity and social structure. Based on this, the main research problem of the study is to consider how the region established mutual relations with the Russian Empire through the development of the postal service in Semirechye region.

The purpose of the article is to analyze the activities of postal institutions and the organization of postal communication in the Semirechye region at the end of the XIX-early XX centuries. Main tasks: disclosure of the main areas of activity of the postal institution; To determine the dynamics of the development of the postal system in Kazakhstan, including the Semirechye region, from the perspective of the global development of the postal system during the period under consideration; Analysis of the main routes of postal routes in Semirechye region as a form of communication.

Materials and methods:

In the article, the route book "Pochtovy dorozhnik" was used as the main data to facilitate payment to the Post Office. It was first published under the name "Postal Calendar" (1777, 1796, 1802, 1803, 1808, 1824, 1829, 1841, 1842, 1852, 1863, 1871, 1875, 1880, 1888, 1901, 1904, 1910, 1912, 1918, 1911). After 1871, the content of the "Postal Calendar" changed. Between 1871 and 1875, due to the construction of railways, the routes of postal tracts were changed, and some postal stations were moved to other places [1, 1- 20-pp.].

The next group of historical sources includes «Overview of the Semirechye region» («Obzor Semirechenskoi oblasti»), which was published annually in Verny between 1882 and 1915. These were the sources published as an appendix to the governors' reports of regional statistical committees [2, 15-p].

Communication is the process of disseminating information, knowledge, spiritual values, moral and legal norms to large audiences through technical means. And mass communication means are special channels and devices that ensure the spread of information messages over large distances. The study of general communication and means of communication is associated with the name of M. Weber. Considered the impact of communication tools on various structures and human development as a member of society. Communication tools would be studied in a theoretical and pragmatic aspect. Here, the nature of communication is justified by well-known theories guided by functional theories. That's why we consider the function of communication using these theories into the following groups: political control, indirect spiritual control, cultural studies.

Discussion

The discussed title includes studies related to urbanism, historical geography of regions, history of cities and the history of communication routes in the 19th-20th centuries. Among them G.N. Ksenzhih's "Historical Geography of the Steppe Regions of Kazakhstan in the XIX-early XX centuries." In her dissertation, the activity of postal and telegraph routes in the East, North, and Central Kazakhstan in the XIX-XX centuries is analyzed in comparison with other communication routes in the region, such as railways, caravans, waterways [3]. Similarly, G.A. Zhanysbekova's dissertation "Historical geography of South Kazakhstan in the second half of the 19th-early 20th centuries" examines the formation and development of postal tracts connecting Orynbor, Verny and Semipalatinsk through Tashkent in the late 19th and early 20th centuries [4].

During the Russian Empire, the study of means of communication began to develop in the 80s of the 19th century. At this time, modernization in Russia created interest in new means of communication such as the telegraph and telephone, and the old means of communication, the postal service, and led them to think about their prospects for development in the country.

About postal services in the Russian Empire in the period before the revolution reflected in the works of Brzhozovsky, N. Varadinov, A. Ivanov, N. Sokolov, Buchheim E.O. [5, 15-p.]. And during the Soviet period, all branches of post and telegraph service were carried out by K.V. Bazilevich [6, 196-p.] researches.

In Buchheim's work, it is emphasized that the post and telegraph facilities provided great opportunities for states not as a source of income, but as the main source of progress. Among the authors of the work describing the features of the postal service in different regions of the Russian Federation from current researches are V. Morev [7, 203-208-pp.], M. Romashova [8, 198-p.], E.V Muminova [9, 22-p.], I.I. Voronov [10, 165-173-pp.] and others. The development of post service in the territory of Kazakhstan during the Russian Empire was analyzed in the work of Z. Adilbekov [11, 41-43 pp.].

Research results

In Russia, between the 13th and 19th centuries, a special service (institution) engaged in the transportation of letters, called «russkaya gonba», was created. On the way out of Moscow there were «zemskoy dvors» where riders changed their horses. In the 16th century, a state institution called the «Yamskoi prikaz» was created to manage «Yamskaya gonba». With the opening of the postal department in 1782, «Yamskoi dvors» began to be called as post stations. At the beginning of the XVII-XVIII centuries, along with the «Yamskaya gonba», which was created for the needs of the state, special institutions for the masses began to be created. Communication was established between many large cities, and post offices. In 1781, money has been transferred by mail and the transportation of correspondence by postmen were introduced. In 1783, unified tariffs were introduced depending on the weight of the parcel and the distance from the destination. At the beginning of the 19th century, there were 460 postal offices and employees in all the territory of the Russian Empire. In 1837, for the first time in Russia, mail was transported by railway. In 1843, a city post office was established in St. Petersburg and in 1845 in Moscow. In 1843, a unified tariff for postal transportation regardless of distance was introduced. All this made the postal service easier. In 1865, the «zemskaya poshta» was opened to serve rural areas. In 1878, the Russian Post Office signed the Universal Postal Convention. Due to economic, social and political problems in the society, there were not many changes in the postal service between 1878 and 1917 [12, 457-458 pp.].

At the end of the 19th and the beginning of the 20th century, the postal service was not sufficiently financed by the state. In 1913, about 7,618 communication institutions worked throughout the territory of the Russian Empire. Their location was different. For example, 80% of them were located in the European part of Russia, and their number was insignificant in the territory of Siberia and Central Asia. There are only a dozen institutions located in the entire territory of Turkestan. Many settlements were located at a distance of more than 100 km from post offices. The postal transport equipment was also poorly developed, Mail was transported mainly by carts. In the Russian Empire, the length of railway postal routes was 58.6 thousand km. Only 3% of post offices were located in villages. A post office called Zemskaya appeared, and mail was delivered by individuals (teachers, sellers). In rural areas, mail is delivered only to substations more than 1-2 times a week. 665 million (approximately 4 letters per person per year), 358 million newspapers and magazines (approximately 2.6 per person per year), 36 million telegrams (approximately 0.26 per person per year). However, this indicator was even lower in the peripheral regions of Russia [131, 328-p.].

At the beginning of the 20th century received profit from mail Austria 4.6%, Germany 6%, Italy 3.2%, Hungary 30%, France 40%, and the Russian Empire 45%. We can see from this, as reflected in the works of other authors, that the Russian Empire treated the post and telegraph service mainly as a source of income, not as a service. It was one of the departments with poor quality and lagging behind in development compared to European countries. For example, underground pneumatic mail was used in the cities of Berlin, London, Vienna, and Brussels, which allowed mail transportation within the city in 15-20 minutes [5, 8-10-pp.].

In 1874, twenty-one countries "Universal Postal Union" were formed to improve the postal and telegraphic services around the world. Many European states, when this institution was established, had a territory of 33 million km², and a population of 330 million people [5, 5-p.].

The first post office in Kazakhstan was opened in Verny in 1860. In 1862, the telegraph line connecting Verny and Pishpek was first launched [14, 392-p.].

In the 19th century, one of the first attempts to establish postal communication with the Horde and other settlements in the Kazakh steppe was made by Jangir Khan, Khan of the Bokei Horde. In 1841, Astrakhan military governor I.S. Timiryazev had sent a special letter to establish postal communication between the Khan's Horde and the city of Cherny Yar. In addition, Zhangir paid for the postmaster 170 rubles in silver every year. The 1845 "List of Post Office Keepers in the Bokei Horde" was a proof of the establishment of postal communication in the Bokei Horde. Here were provided the names of the mentioned employees and the fees paid to them for their services [15, 3-p.].

In Russia as a whole, the postal department was established in 1799 and united all postal departments and the central post office. Thus, the highest postal management in Russia was entrusted to six post offices. In Syrdarya and Semirechye regions, postal service was started in 1867-1868. In the temporary regulation on administration of Semirechye and Syrdarya regions (§375-380) it is stated that the military governors of Semirechye and Syrdarya regions are entrusted with continuous provision of postal relations. In addition, until the transfer of postal relations to the post office, the General-Governor was responsible for the inclusion of the costs of financial support of the post office in the budget of the military-people's administration. In agreement with the local administration and the Ministry of Posts and Telegraphs, the postage fee (progonnaya plata) was determined. In order to organize and manage postal correspondence, regional post offices and regional post offices subordinate to them were opened in Sergiopol, Kapal, Issyk Kul, Tokmak, Kazaly, Perovsk, Turkestan, Shymkent, and Auli-ata in regional cities such as Verny and Tashkent. Similarly, in order to facilitate the postal relations of the residents of Zhetysu and Syrdarya regions with other parts of the empire, it was possible to receive and send all types of postal correspondence in all post offices and branches. They are simple, insurance, money, transport [16, 57-58-pp.].

In 1867-1868 there were two postal tracts in Semirechye region. The first is the tract from Semey to Verny through Sergiopol. The second one continued from Sergiopol to Urzhar station. In addition, in 1867, the Verny-Sergiopol tract was extended to Tashkent in order to establish a connection between the Zhetysu region and the city of Tashkent. In 1870, there was a problem of establishing a connection between the Vakhtak fortress and the Urzhar station, and a postal route was opened between them in 1873. At first, it was a transport tract, then it became a postal tract, and it was a continuation of the Sergiopol-Urzhar station.

Other tracts in the region were opened in the following order: in 1868, the Altyn-Emel-Borohudzir tract was established to connect with the detachments located on the Borokhudzir River, and after the capture of Kulja in 1871, the route of this tract was extended, Kulja was handed over to China, and the border was established by the Khorgos River, and the last point of this tract was Khorgos. had a post. In the same year, 1868, a connection was established between the city of Verny and Aksu fortress (where the administration of Issyk Kol district was located). The administration moved to the city Karakol (Prezhevalsk), and on December 1, 1870, it was to pass through Tokmak along the northern coast of Issyk Lake. In order to connect Tokmak with the Naryn fortress, in 1873, pack mail was established, and in 1876, wheeled mail was established, and in 1880 it became a postal service. In addition, there was a special tract for the city of Lepsinsk, which would start from the Abakumovsk picket.

In common there were formed in Semirechye region in total six postal tracts in the second half of the 19th century:

1) Sergiopol-Verny-Kara-Balta Postal tract (Sergiopolsko-Vernensko-Karabaltinsky) direction. (including the regional city of Verny, the district cities of Pishpek and Kopal, 1 town, 18 settlements, 20 pickets).

2) Sergiopol-Urzhar-Bakhty (Sergiopolsko-Urzharsko-Bakhtinsky) postal tract included a total of 11 stations (Bakhty fortress, 1 stanitsa, 1 settlement (selenie) and 8 pickets).

3) Altyn-Emel-Khorgos (Altyn-Emelsko-Khorgosky) postal tract included 8 stations (district town of Zharkent, 1 station, 1 vyselka, 5 pickets).

4) Pishpek-Prezhevalsk (Pishpeksko-Prezhevalskiy) postal tract consisted of 14 tances (county town Prezhevalsk, 6 settlements, 6 pickets).

5) Lepsi-Abakumov (Lepsinsko-Abakumovskiy) postal tract. It consisted of 3 stations in total (Lepsi city, 1 station, 1 village).

6) Kutemaldy-Naryn (Kutemaldinsko-Narynskiy) postal tract. It included Naryn fortress and 6 stations consisting of 5 pickets [17, 56-p.].

The total range of the aforementioned postal stations was 84 stations, the length of which was 2103 $\frac{3}{4}$ versts [18, 56-p.].

Similarly, apart from these postal tracts, since 1870 pack roads connected the cities of Verny and Prezhevalsk with the Tien-Shan detachment located in Muzart. However, after Kulja was handed over to China and the state border was established, it became unnecessary. Instead, there was a need to create a zemskoy post office, and in 1883-1884, a road junction connecting the cities of Zharkent and Prezhevalsk was opened, passing through the borders of military posts.

N. Severtsov, in his report on the scientific expedition to Turkestan in 1865-1868, wrote: "In the steppe before Kazali, there were incessant delays at the stations for mail horses and camels. We have not yet matched the path we took this way after taking Tashkent. Along the Syrdariya, above Kazaly, in the

fall of 1865, post stations had not yet been established; from fort to fort, depending on the nature of the road, horses or camels had to be hired, and in November it was necessary to drive on wheels on sand or snow. In 1858, a post office was opened according to the project of General-governor Katenin. The first route was from Orsk to fortress No. 1. The mail was delivered from Orsk to Tashkent once a week and traveled with the Cossacks. In 1864, a connection was opened between Shymkent and Verny fortress. The postal route from Fort No. 1 to Tashkent was opened in January 1866 [4, 65-p.].

Couriers traveled 1,880 kilometers in 24 days, and in important and urgent cases they covered this distance in 10-12 days [4, 178-p.]. In K.K. Palen's report on the inspection of the Turkestan region, he considered the structure and content of postal tracts, noted that until the construction of the Orinbor-Tashkent and Central Asian railways, postal tracts were the only means of communication [19, 34-p.]. And was the starting point of two roads, connecting it with Orenburg on the one hand, Verny and Semey roads on the other, both roads passed through the territory of South Kazakhstan. The post office itself and the postal tracts were handed over annually to several entrepreneurs under trade and lease contracts [20, 17-p.]. The office received a request from those interested in receiving the contents of the projects for the improvement of the tract, in which a detailed description of the proposed conditions was made. After that, the issues received together with the conclusion of the head of the post-telegraph district were reported to the head of the post and telegraph department, who in turn had to agree to the proposed conditions or propose the appointment of trades (their nature and conditions (the price of a pair of horses, the initial and threshold price, etc.) determined by the Council of the General -Governor).

The administration understood the importance of building and repairing bridges to keep the roads in good condition, and to make them suitable for caravans and postal service. For example, the management of Shymkent region in its report, in order to build bridges over the Mashat, Arys, Chakpak rivers, to open the slope on the 11th kilometer from Shymkent and to create a road equalization, between Beklerbek and Sharaphhana, between Beklerbek and Shymkent, between Arys and Mashat stations, uneven regions and the slopes between Chakpak stations, requests to allocate funds in the amount of 1040 rubles for the correction of the last verst of the road [21, 28-p.]. The price of traveling by postal route was 3 coins per mile [4, 89-p.]. Until 1871, the annual payment for two horses to postmen was 6445 rubles. Starting from 1871, the payment rate for two horses issued once a week increased to 9,734 rubles, and in the following year, 1872, it reached the level of 111,900 rubles per year (Pochtovaya gonba 1871). If the distance between the stations was too different at the beginning of the opening of postal tracts and passed through inconvenient places, at the beginning of the 20th century, the distance between the stations was adjusted, and the roads began to pass through convenient places.

In Semirechye region, in 1903, 608,753 rubles 47 timans from the state treasury were spent on the reconstruction of roads along postal tracts, the construction of 36 new bridges and the restoration of 4 large bridges. Despite all these expenses, the condition of the roads was very poor. Especially in the spring and autumn rainy seasons, the softness of the ground makes it very difficult for passengers to move [18, 33-p.].

Conclusion

After all, the emergence and implementation of communication tools such as mail in the region led to the growth of the need for their services. Kazakhstan gradually entered the world information space, and rapid development of information technologies began. By studying the history of communication tools, it helps to understand the dynamics of the development of modern communication tools, to predict changes in them, to determine known laws by projecting the processes from the past to the present, and also to determine the impact on the development of society and people's minds.

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