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COMMUNICATION AS AN INTEGRATION FACTOR OF THE REGIONS: TRANSPORTATION IN SEMIRECHYE DISTRICT POSTAL SERVICE (SECOND HALF OF THE XIX CENTURY)

According to the concept of the information society, modern technical means are the driving force behind the social development of society. That is, the emergence of new types of interaction systems, communication affects the development of society and leads to a new level of culture and civilization. Communication is the process of spreading information, knowledge, spiritual values, moral and legal norms over a large space with the help of technical means. The development of mail on the territory of the Russian Empire led to the emergence of new road systems, which influenced the establishment of security and order in them. And in the late 19th and early 20th centuries, the development of railways and other modes of transport increased the level of communication, raising the postal and telegraph service to the state and international level. This raised the level of intercultural and interethnic relations and made it possible to integrate the space we are considering into events and processes of a global, imperial scale.

The purpose of the article is to study the place of postal transportation, post offices in the Semirecheye region, as a form of communication in the integration of regions. Based on this, the main issues explored in the article are the impact of the development of the postal service in the Semirecheye region (in the second half of the 19th century) on establishing relations with the Russian Empire, integration into the general large imperial system and economic, social, cultural results. The international practices of the postal service are also considered. It is studied how the relationship between the colonial state and the metropolis was reflected in the postal service. The structural elements of the general postal-administrative system, the algorithm of postal transportation are differentiated and the specific features of the region are determined.

Key words: communication, post, telegraph, postal roads, means of communication, zemstvo post.

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Коммуникация аймақтардың интеграция факторы ретінде: Жетісу облысында пошта тасымалы (XIX ғасырдың екінші жартысы)

Ақпараттық қоғам концепциясы бойынша заманауи техникалық құралдар қоғамның әлеуметтік дамуының қозғаушы күші. Яғни, байланыс жүйесінің жаңа түрлерінің, коммуникацияның пайда болуы қоғамның дамуына әсер етіп, мәдениет пен өркениеттің жаңа деңгейіне алып келеді. Коммуникация – ақпараттың, білімнің, рухани құндылықтардың, моральді және құқық нормаларының техникалық құралдар арқылы саны жағынан үлкен кеңістікке таратылуы процессі. Ресей империясы жерінде поштаның дамуы жаңа жол жүйелерінің пайда болуына алып келіп, оларда қауыпсыздық пен тәртіп орнауына себепші болды. Ал XIX ғасырдың соңында және XX ғасырдың басында темір жолдың және басқа да транспорттардың дамуы пошта мен телеграф қызметін мемлекеттік, халықаралық деңгейге көтеріп коммуникация деңгейін арттырды. Бұл мәдениет, ұлт аралық қатынас деңгейін арттырып біз қарастырып отырған кеңістіктің әлемдік, империялық масштабтағы оқиғалар мен процестерге интеграциялануына мүмкіндік берді.

Мақаланың мақсаты Жетісу облысында пошта тасымалы, пошта мекемелерінің коммуникация түрі болып аймақтардың интеграциялануындағы орнын зерттеу болып табылады. Соның негізінде мақаланың негізгі зерттеу мәселесі XIX ғасырдың екінші жартысында пошта қызметінің Жетісу облысында дамуы арқылы Ресей империясымен аймақ қалай өзара байланыс орнатып, жалпы үлкен империялық жүйеге интеграцияланып, одан қандай экономикалық, әлеуметтік, мәдени нәтижелерге алып келгендігін қарастыру болды. Әлемдік тәжірибеде пошта

жүйесіндегі болған практикаларды салыстырмалы қарастырылады. Отар мемлекет пен метрополия арасындағы қатынас пошта тасымалы қызметінде қалай көрініс тапқандығы зерттелді. Жалпы пошта әкімшілік жүйесінің құрылымдық элементтері, пошта тасымалы алгоритімі сараланып аймақтың өзіндік ерекшеліктері анықталды.

Түйін сөздер: коммуникация, пошта, телеграф, коммуникация, пошта жолдары, қатынас жолдары, земствольқ пошта.

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Коммуникация как интеграционный фактор регионов: перевозка почты в Семиреченской области (вторая половина XIX века)

Согласно концепции информационного общества, современные технические средства являются движущей силой социального развития общества. То есть появление новых видов систем взаимодействия, коммуникации влияет на развитие общества и ведет к новому уровню культуры и цивилизации. Коммуникация – это процесс распространения информации, знаний, духовных ценностей, нравственных и правовых норм на большое пространство с помощью технических средств. Развитие почты на территории Российской империи привело к появлению новых систем дорог, что повлияло на установление в них безопасности и порядка. А в конце 19 и начале 20 века развитие железных дорог и других видов транспорта повысило уровень связи, подняв почтово-телеграфное обслуживание до государственного и международного уровня. Это повысило уровень межкультурных и межэтнических отношений и позволило интегрировать рассматриваемое нами пространство в события и процессы глобального, имперского масштаба.

Цель статьи – изучить место почтовой перевозки, почтовых отделений в Семиреченской области, как формы коммуникации в интеграции регионов. Исходя из этого, основные вопросы исследуемые в статье, влияние развития почтовой службы в Семиреченской области (во второй половине 19 века) на установление взаимоотношения с Российской империей, интеграции в общую большую имперскую систему и экономические, социальные, культурные результаты. Так же рассматриваются международные практики почтовой службы. Изучено, как отношения между колониальным государством и метрополией отражались на почтовой службе. Дифференцированы структурные элементы общей почтово-административной системы, алгоритм почтовых перевозок и определены специфические особенности региона.

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

Introduction

The emergence and introduction of communication tools such as Post in the region, the growth of the need for their services make the study relevant. Geographical location of regions is very important in considering mail as a factor of integration. Therefore, in history, postal service has become a mechanism of territorialization in many countries. The more accessible postal facilities allowed regions to integrate into a common space. If we look at the experience of the states, they have worked to make mail always available and efficient. In this context, among the parameters of integration, the level of development of central cities was important. Therefore, if the development of the central city was high, the postal service also developed at the same level. The integration within the state also became stronger (Segal.Z, 2014: 453-473). In addition, the

postal service covers rivers, lakes, mountains, seas, oceans, etc. (barrier) that eliminates the effect of being a barrier. Brought regions closer and increased access to basic resources.

Historically, one of the main functions of the post office has been related to the transfer of information. That is, it established communication links and informed the public and the masses. Despite the economic interest of the state in postal communication, in most cases political factors prevailed in European countries. That is, secondly, the postal service, being a distributor of news and information, has become an instrument of control for the state. For example, in the 17th century in Europe, "Black chambers" were used to monitor postal communication. The state kept the postal service under continuous control. For example, in the Russian Empire in the 19th century, the postal service served as political censorship and information control for the

administration. Perustration was used. Apart from the usual information distribution service (Wilson, 1989: 141). In addition, empires believed that they were providing security by establishing control with the help of the postal service, and spent enormous amounts of money on it (Rothe, 1923: 483–498). The postal system, over time, became a carrier of integration factors such as education and railways. That is, the contingent of consumers gradually included the community of intellectuals and aristocracy.

Based on this, the main research problem of the article was to consider how the development of the postal service in the Semirechye region established mutual relations with the Russian Empire, integrated it into the general imperial system, and what economic, social and cultural results it brought. The purpose of the article is to study the role of postal transport and post offices (second half of the 19th century) in the integration of regions as a form of communication in Semirechye region.

Materials and methods

During research the following groups of sources were involved: legislative acts; reference and statistical publications; office documentation of central and local communication institutions;

The main part of legislative acts on the topic of research is concentrated in the regulatory documents "Statutes of the Ways of Communication, postal, telegraphic, building, and fire" ("Ustavy putey soobshcheniya pochtovyi telegraficheskiy stroitelnyy i pozharnyy") (Svod zakonov, 1857:84) published in 1857 and *Sbornik postunlenii i raznylechenii po Pochtovo-telegrafnomu vedomstvu* published in 1885.

The next group of data included information published annually in Verny between 1882 and 1899 as a supplement to the reports of the governors of the regional statistical committees of the Semirechye region "Overview of the Semirechye region" (*Obzor semirechenskoy oblasti*) (*Obzor Semirechenskoy oblasti*, 1883).

In addition, the route book "Post road builder" ("Pochtovy dorozhnik") was used to facilitate payment to postal offices, which was used as a reference book. It was first published under the name "Postal Calendar" (*Pochtoviy kalendar*). The content of the "Postal Calendar" changed after 1871. 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 (*Pochtovy dorozhnik 1871; Pochtovy dorozhnik 1875*).

Various business documentation reflecting the activity of postal and telegraph institutions is also concentrated in the funds of the CGA RK (fund 194 "Vernensk regional post and telegraph office of the Turkestan post and telegraph district of the Verny city, Semirechensk region 1872-1917." ("Vernenskaya oblastnaya postovo-telegrafnaya kontora Turkestanskogo postovo-telegrafnogo okrug, Vernyy Semirechenskoy oblast 1872-1917") (CGA RK F 194, OP .1), fund 196 "Lepsinsk post office management of the postal part of the Semirechensk region, Lepsinsk, Semirechensk region. 1871-1889" ("Lepsinsk pochtovalyaya kontora upravlenie pochtovoi tsavinoye Semirechenskoi oblasti g. Lepsinsk Semirechenskoi oblasti. 1871-1889 gg. (CGA RK F 196, OP.1), fund 41 "Vernensky district administration" ("Vernenskoe uездnoe upravlenie 1862-1919.") (CGA RK F. 41, OP.1, book 1).

An important role in the investigation was played by normative acts, administrative, organizational and technical documentation, statistical reports of central and local offices of postal and telegraphic communications, official correspondence of the regional administration with postal and telegraphic departments. Using the documents of the Central State Archive of the Republic of Kazakhstan (194 fund, 196 fund, 41 fund), "Obzor Semirechenskoi oblasti" from 1882-1899 and "Postal Route" from 1871, 1875, "Post and telegraph institutions in Zhetisu region" (1882-1899) table was compiled and a map of postal tracts in Semirechye region was created for the years 1871, 1875, 1882, 1883, 1892.

Work on the visualization of postal routes of the second half of the 19th century in the eastern and southeastern parts of modern Kazakhstan was carried out using GIS technology. Geoinformation technologies make it possible to create attribute data based on the exact coordinates of objects and carry out accurate geometric calculations. The geospatial binding of old maps to the modern coordinate system for settlements and along the banks of hydrographic objects was made. A digital elevation model created on the basis of SRTM (Shuttle radar topographic mission) was used as cartographic information. The hydrographic network and the name of the main landforms were taken from the physical and geographical map of Kazakhstan.

System-theoretical analysis, which is considered a meta-theory of mass communication, was used during the research of the topic. The description of the structural elements of the mass communication system under consideration was made, and the mechanisms of interaction, features, and func-

tions of the structural elements within the studied system were determined. As a result, the impact on the society as a whole was analyzed by summing up the typological characteristics of the communication system in question. In the work, in order to solve the set research tasks, general scientific (logical, structural-systemic, analysis and synthesis, comparison method), special-historical (historical-comparative, historical-genetic, historical-typological and problem-chronological) methods and an interdisciplinary approach were also used. The research title has signs of a complex and interdisciplinary presentation of the problem, its conceptual foundations are based on the principles of objectivity, historicism, consistency, complexity, structure, value in history, which were used by the authors.

This research 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. Ksenzhik's "Historical Geography of the Steppe Regions of Kazakhstan in the XIX-early XX centuries" (Ksenzhik, 2009). 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. 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 (Zhanysbekova, 2010).

During the Russian Empire, the study of means of communication began to flourish 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 the prospects for development in the country.

About postal services in the Russian Empire in the period before the revolution. Brzhozovsky, N. Varadinov, A. Ivanov, N. Sokolov, Buchheim E.O. (Buchheim, 1906). reflected in their works. In Buchheim's work, it is emphasized that the post and telegraph facilities provide great opportunities for states not as a source of income, but as the main source of progress. And during the Soviet period, all branches of post and telegraph service were carried out by K.V. Bazilevich (Bazilevich, 1927) analyzed in detail in his works.

Among the authors of the work describing the features of the postal service in different regions of the Russia from current researches are V. Morev (Morev, 2019), M. Romashova (Romashov, 2005), E.V Muminova (Muminova, 2009), I.I. Voronov (Voronov, 2020) and others. The development of mail in the territory of Kazakhstan during the Russian Empire was analyzed in the work of Z. Adilbekov (Adilbekov, 2015:41-43). In addition, the experiences of the world postal service in European states like Germany, Great Britain and one of the colonial states, India were considered in the studies of scholars Z.Segal (Segal, 2014), A. C. Wilson (Wilson, 1989), C. G. Rothe (Rothe, 1923), H. Daniel (Daniel, 2010), G.Devyani (Devyani, 2010) and etc.

Results and discussion

What was the administrative structure of postal offices in Semirechye region?

The emergence and development of the postal system led many countries around the world to compete in this direction. Those who have mastered this form of communication have gained new opportunities. If we take a comparative analysis of some practices of the postal service on the example of European countries. In Germany, in the second half of the 19th century, the transfer of the postal service from private ownership to state ownership contributed to its centralization. In the example of Bavaria, Saxony, Württemberg, Hanover, the postal service was used as the main mechanism for the integration of scattered regions into a common large space. Therefore, the number of postal customers increased day by day and covered the territory of nearby regions and colonies. In the second half of the 19th century, the post office was able to fulfill its main mission in Germany, despite the different location of postal tracts and postal offices. Therefore, in Germany, in the second half of the 19th century, the postal service became accessible and effective for society (Segal, 2014:453).

If we consider the postal service in the perspective of the relations of the British Empire with its colonies. For the British Empire, India was more important than other colonies. That is why it was very important to establish a communication relationship with India. As far as possible, efforts were made to streamline postal transport, simplify its work and make it accessible to the masses. Postal communication with the empire's colonies was valued as a guarantee of the empire's security and well-

being. Similarly, through postal reforms, the British Empire combated local obsolescence. Since 1854 (when designed Post office Act), a unified imperial postal system was introduced instead of the local postal system in India. Between 1854 and 1900, the number of post offices increased from 700 to 12,970. During this period, post offices were opened in all major cities, from which mail was distributed hierarchically to the provinces. In the previous system, mail was delivered on foot in India, but then it was carried out by ground roads, railways and waterways. Among them, the railway brought revolutionary changes to the postal service. Mail was delivered 10 times faster by railways. For example, between Calcutta and Bombay, a letter was delivered by railways in 1 day instead of 2 weeks (Daniel, 2010: 51-65).

In the 19th century, postal service between England and India began to be carried out by water. Overland routes were fast but inefficient. The route ran mainly through Mesopotamia and Syria, where pirates and frequent plagues hampered mail transport and made it ineffective. That is why the waterways were mainly used for information exchange between Britain and India. Until 1830, mail was carried by the galleons of the East India Company (circling Africa). If the journey took about 4-6 months (one way), the senders of the letter had to wait 1-2 years for the delivery of the letter. And in 1869, the appearance of new types of steamships and the opening of the Suez Canal intensified the postal service. As a result, in 1913, mail from England to Bombay was delivered in 13-21 days, which was then considered a record time. This was a great advance for postal transport in the world. During the period under review, the British Empire spent millions of pounds on mail transport through numerous shipping companies and from its own budget. Although some of the costs were borne by the government, postal transport was not universally accessible. For that reason, only wealthy people could send mail to Australia and India. However, it should be noted that, in comparison with the Russian Empire, the British Empire was able to effectively mobilize private entrepreneurs in this field in the development of postal transport, and get benefits for them as well as for itself (Daniel, 2010:57).

The Great Reforms of the 1860s and 1870s led to liberal transformations in Russia, increased rates of economic growth and urbanization. In addition, since 1893, Russian production has developed at a great pace, and production productivity has doubled in seven years. Economic growth was

distinguished by technical modernization of the main production industries. The economic modernization of the empire was matched by its political authority and military power. This, in turn, contributed to the formation of a single post-telegraph system in Russia (Perekrestova, 2019: 59-68). In the Russian Empire, for commercial needs, postal service organized as fast as possible, imitating Western countries. At that time, there were 5,000 specialists working in 460 postal stations in Russia. For instance, in the cities of St. Petersburg (since 1843) and Moscow (since 1845), mail delivery was regularly carried out from door to door. However, the Russian Empire lagged behind Western countries in postal services. One of the main reasons was the scale of the territory. For example, in 1913, there were 13,000 communication points in Russia, 60,000 in the USA, and 50,000 in Germany. Among them, in Germany 1,500-2,000 inhabitants were served by post offices in an area of 13 km², while in Russia there were 10,000 post offices in an area 100 times larger. served the resident. In 1837, Russia was one of the first to use railways for postal service. Between 1860 and 1880, the number of railways grew rapidly throughout the territory of Russia (from 1,500 km to 20,000 km). But it mainly concerned the internal provinces of the Russian Empire (Wilson, 1989:142).

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 1865 the Departments of Posts and Telegraphs were merged into the Ministry of Posts and Telegraphs. And in 1868, the Department of Posts and Telegraphs was added to the Ministry of Internal Affairs. In 1880, these departments became a separate ministry, and in 1881 they again entered the Ministry of Internal Affairs. Postal service in Semirechye region 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 Governor-General 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 subordinated to them were opened in Sergiopol, Kapal, and Issyk Kul in regional cities such as Verny and Tashkent. Similarly, in order to facilitate the postal relations of the inhabitants of Semirechye and Syrdarya regions with other parts of the empire, it was possible to receive and send all types of postal correspondence at all post offices and branches. They are simple, insurance, money, transportation (parcel) (Akhmetzhanova, 2013: 57-58) and others.

In the Russian Empire, according to the general legislation, the following hierarchy of post and telegraph institutions was defined: the main administration of posts and telegraphs, post and telegraph districts, post and telegraph offices and departments postal stations (Bazilevich, 1927: 121-123). The following information is provided in the document "Collection of post orders and orders by the Postal and Telegraph Department": "For the exchange of correspondence in the Russian Empire, the following postal places have been established: Post offices; Post offices: Provincial, Regional, Border and County; Post offices: in generally populated areas and in some provincial cities (urban). Stations for receiving and issuing correspondence" (Rossiya. Glavnoe upravlenie, 1885:152). Accordingly, the hierarchy of postal offices in the Semirechye region was formed according to the system in the empire as a whole. For example, in 1872, the Semirechye regional post office looked after the Turkestan post-telegraph district. It includes: Kopalsky, Tokmaksy, Lepsinsky district post offices; There were Karakolsky, Sergio-

polsky, Urzharsky, Kuldzhinsky post offices (CGA RK F 194, OP.1, D.3 L. 9-10). According to the annual report of the head of the postal department of the Semirechye region (manager of the postal part of the Semirechye region), there were 6 postal tracts, 86 post stations, 23 mailboxes in the Zhetysu region, and those boxes were shipped 1-2 times a day (CGA RK F 194, OP.1, D. 19a, L. 118, 122). And in 1884, post and telegraph institutions in the region came under one administration. All post and telegraph institutions were included in the re-established Turkestan post and telegraph district on May 28, 1886 (Obzor Semirechenskoy oblasti, 1890:57). In 1882-1899, 15-19 post and telegraph institutions worked in Semirechye region (1-table). Among them were post and telegraph offices (Vernenskaya (III class), Zharkenstskaya and Kuldzhinskaya (V class), Kopalskaya, Pishpekskaya, Sergiopolskaya, Tsaritsynskaya, Bakhtinskaya (VI class)), post and telegraph departments (departments) (Borohudzirskoe, Iliyskoe, Malo- Ayaguzskoe, Otarskoe, Urdzharskoe), post offices (Lepsinskaya, Prezhevalskaya (VI class)) and post offices (Narynskoe, Sarkanskoe, Tokmakscoe) (Obzor Semirechenskoy oblasti, 1891:79). Between 1882 and 1899, 76-138 specialists worked in 6 postal tracts with a length of 2168 $\frac{3}{4}$ versts (about 2312.8224 km). For example, according to the statistics of 1897, only 20 post offices with 137 specialists served the Semirechye region, which had a population of 990,107 (Obzor Semirechenskoy oblasti, 1898:90). Each employee served approximately to 7,000 residents.

1-Table The post and telegraph institutions in Semirechye region (1882-1899)

№	Year	The number of the Postal offices	The number of the stations	The number of postal tracts	Length of postal tracts (in versts)	Number of mailboxes	Mailboxes released several times a week	Number of officials in postal institutions	The number of low-ranking employees in postal institutions	Total number of employees
1	1882	15	86	6	2156 $\frac{1}{4}$	23	1-2			
2	1885	19	87	6	2075 $\frac{1}{2}$		1-2	40	36	76
3	1886	19	84	6	2104 $\frac{3}{4}$		1-2	84	54	138
4	1887	19	84	6	2104 $\frac{3}{4}$		1-2	82	51	133
5	1889	19	84	6	2103 $\frac{1}{2}$	34	1-2	71	52	123
6	1890	19	84	6	2103 $\frac{3}{4}$	36	1-2	71	56	127
7	1891	19	84	6	2103 $\frac{3}{4}$	39	1-2	74	58	132
8	1892	19	84	6	2103 $\frac{3}{4}$	39	1-2	73	59	132
9	1893	19	84	6	2111	44	1-2	75	59	134
10	1895	19	84	6	2111	46	1-2			
11	1897	20	84	6	2168	46	1-2	77	60	137
12	1898	18	84	6	2168 $\frac{3}{4}$	47	1-2	67	60	127
13	1899	18	84	6	2168 $\frac{3}{4}$	50	1-2	67	63	130

Postal tracts. How was mail transportation carried out?

In the second half of the 19th century, only dirt circular roads (dirt road) were in use in Semirechye region. These roads were very inconvenient for walking in rainy, wet weather because they were located on the salt soil. Part of the road was filled with ravines and crossed with mountain rivers. These rivers overflowed their channel and washed away the roads in the spring and summer during the intensive melting of snow in the mountains. In addition, as a result of this, the roads were filled with sand and stones, sometimes damaging the bridges or causing them to be completely destroyed (Obzor Semirechenskoy oblasti, 1899:39).

The need for railways in Semirechye region was very high. In the reports of the statistical committee, the need for a railway is mentioned in order to strengthen the relations of Semirechye region with Russia (Obzor Semirechenskoy oblasti, 1900:47). In addition, there is information that the Verny city council applied for the Central Asian railway to pass through Verny, Altai in order to connect the region with Siberia (Sredne-Aziyatskaya zheleznaya doroga) (Obzor Semirechenskoy oblasti, 1898. 41 p.). However, in the second half of the 19th century, railway lines did not pass through Semirechye region. In addition, the development of waterways in Semirechye region was not possible due to natural conditions. According to the above facts, in the second half of the 19th century, postal tracts in Semirechye region developed only along dirt roads (CGA RK F. 194, OP.1, D.19a, L. 122.).

Communication with internal provinces of Russia was carried out through Semirechye region. For example, as shown in the Postal Road of the Russian Empire in 1871, the Sergiopol-Verny postal tract played the role of connecting a large road in the direction of Tomsk-Issyk-Kul (route number 73) (Pochtovy dorozhnik, 1871:142). It is a route through Tomsk province, Semipalatinsk region, Semirechye region. The total size was 2217 $\frac{3}{4}$ versts (2365.0956 km). And in 1875, this postal tract Ura-Tobe (Ura-Tyube)-Narym route number 72 was

a route passing through the territories of Syrdaria region, Semirechye region, Semipalatinsk region, and Tomsk province (1-Map, 2-Map). The total volume was 3307 $\frac{1}{2}$ versts (Pochtovy dorozhnik, 1875:109 p.).

At the end of the 19th century, new postal routes began to operate in international mail transportation in order to establish communication with the Russian consuls in the cities of Kashkar, Chuguchak and Kulja: from Naryn to Kashkar (August 23, 1891); From Nikolaevskoe settlement (Nikolaevskoe selenie) – to the city of Kulja; From the Bakhty fortress (fortification Bakhtov) to the town of Chuguchak (18 versts) (Obzor Semirechenskoy oblasti:1896:47).

In general, in the second half of the 19th century, 6 postal tracts were formed in Semirechye region. The Sergiopol-Verny postal tract, which was considered the main tract, connected the region directly with Russia (Ombi), while the Altyn-Emel-Khorgos (Kulzha) postal tract connected it with China (map-3). In 1883, the Khorgos River was marked as the border with China, and the postal tract in the direction of Altyn-Emel-Kulzha was changed to Altyn-Emel-Khorgos. Additional 1 (packaging) freight tract – Karakol-Muzart (Karakolsko-Muzartsky) tract was destroyed in 1883 due to the transfer of Kulja to China. Instead, a zemsky post office was organized connecting Zharkent and Karakol through Okhotnichye village (vyselka Okhotnichyego). From the border to Kulja (postal communication by train) was organized (Obzor Semirechenskoy oblasti, 1884:32). You can see the change in the postal tract, which was later changed to Altyn-Emel-Kulzha and Altyn-Emel-Khorgos, on the presented map. All postal tracts in the Zhetysu region provided internal communication of the region, and almost all of them were connected with the main Sergiopol-Verny postal tract. Only the Kutemaldy-Naryn postal tract continued with the Pishpek-Karakol postal tract (Obzor Semirechenskoy oblasti, 1886:50) (4 map).



1-Map postal tracts in Semirechye region in 1871



2-Map postal tracts in Semirechye region in 1875

In addition, we can see the algorithm of operation of postal tracts and organizations in the report written by the head of Verny uyezd (Vernensky uyezdnny nachalnik) in 1899 to Semirechye regional administration (Semirechenskoe oblastnoe pravlenie): "... for the transportation of official correspondence from Verny to stations and villages in the eastern part of the county ... they keep zemstvo horses, horses acquired from auctions, usually for three years. Monitoring the proper maintenance of horses and the transportation of correspondence between stations lies with the duties of the station administrations, and in the villages, rural administrations, as well as serving this zemstvo postal chase is controlled in the villages by the Military Administration and in the villages by the county administration. Both in the stations and in the villages, two pairs of horses are kept with the corresponding number of carriages. Mail is sent once a week from the city of Verny (CGA RK F 41, OP.1, D.119, L. 6.)». All mail was collected by two o'clock on Wednesday, sorted at the county office and sent once a week.

Similarly, mailboxes were one of the attributes that kept post offices running smoothly. The follow-

ing information can be cited from the legislation: "Regardless of the filing of ordinary and written correspondence at postal institutions at the hours set for that, it can be lowered at any time of the day or night into mailboxes arranged for this, which are attached to the outer walls of houses occupied by postal places, or attached to windows, as well as on the streets, against the walls of government and private buildings, or exhibited at the entrance piers and railway stations" (Rossiya glavnoe upravlenie pocht, 1885: 32).

Information about mailboxes in Semirechye region began to appear only in the 80s of the XIX century. Their number increased from 23 to 50 in the region between 1882 and 1899. It can be concluded that the parcels (from 23 to 50) that were released from mailboxes that were emptied 1-2 times a week (1-table) were delivered in approximately 10-15 days within the region, and took at least 30 days outside the region. For example, letters sent from Verny to Lepsi via the main, considered fastest Sergiopol-Verny-Kara-Balta postal route (if we look at the sent and received dates on the letters) would be delivered in 15-20 days (CGA RK F 196,

OP.1, D.9 , L. 9, 25.). If we consider another data, it takes about 4 days for 100 verstas to transport mail in Semirechye region (CGA RK F 41, OP.1, D.119, L. 5.). In "Pochtovy dorozhnik", taking into account the distance between the post stations, it was determined that it is 522 verstas from Verny to Lepsi (Pochtovy dorozhnik, 1871:142 p.). So, it seems that if mail is delivered to a distance of 100 verstas in 4 days, mail to a distance of 522 verstas takes 20.88 days. However, various factors affected mail transport and reduced its speed even more. What are the factors? In the data, it is said about the problems that slowed down the delivery of mail: " The slowdown occurred partly because on the way through the villages, local institutions (stations, village administrations), church post offices sometimes did not have time to prepare their correspondence by the time the mail arrived, why the latter was delayed for a while, partly because some zemstvo coachmen received , they didn't drive it themselves, but expected some kind of passing people (CGA RK F 41, OP.1, D.119, L.5-6.)". In addition, the lack of ready horses at the post stations or the poor quality of the horses in time for the mail hound is also often mentioned in the reports in the postal bulletins: "In 1873, 23 days ... during the journey from the city of Verny to Tashkent, Mr. Director of the Postal Department at which stations of the Vernensky-Karabalta tract. His Excellency met with the following malfunctions: 1)

From the Kaskelenskaya station ... the horse was so weak that it fell on the road that did not reach the Uzun-Agach picket; 2) a coachman was planted from the Otarskaya station, who fell while riding under the carriage, bad horses were harnessed from the Kurdaiskaya station ... during the ascent up the mountain they were extremely slow; 4) At the Konstantinovskaya station, all the employees at the station were asleep during the day; 5) At the stations of Sukulukskaya and Aksuyskaya, horses were not prepared and marred ... "(CGA RK F. 194, OP.1, D.2, L.9-10.). Therefore, first of all, the low speed of mail transport was due to the violation of transport rules by postal workers and the general misplacement of work in the post office of the region. Second, the bad weather made it difficult to travel on roads, including postal tracts. For example, the following information can be found in the "Obzor of the Semirechenskoy Oblast" from 1895: "For proper postal delivery, mail is sent to Chuguchak during the day and with a convoy, as the experience of the Sergiopol-Bakhtinsk tract showed that the movement of mail can be slowed down by storms and other similar accidents so much that it is necessary to send whole detachments of Kyrgyz to search for mail (Obzor Semirechenskoy oblasti, 1896:47)" . From this we can see that in the period under consideration in Semirechye region, postal institutions served the people in extreme conditions.



3-Map Postal tracts in Semirechye region in 1882.



4-Map Postal tracts in Semirechye region in 1883

Road duties

As we can see from the history of other countries, the postal system provided the communication needs of the army that was entering the continent, and the excess income from the postal system or a part of the tax was spent on military units (Gupta, 2010:570). In the Semirechye region, post stations have become places where the army is temporarily stationed, provided with provisions and other needs. For example, every year new conscripts to the Turkestan Military District and low-ranking reserve soldiers passed along the main postal route. In addition, due to the need to deploy troops on the border with China, a large amount of troops traveled in both directions through this postal tracts. In 1881, barracks were built near postal stations for the troops passing their accounts in the voloshes of Kapal district in order not to spend money on building yurts. Later, this practice began to be used in other districts as well (Obzor Semirechenskoy oblasti, 1883,:37). Already in 1882, local Kazakhs delivered 2,670 felt houses, 2,320 sheep and 270 cattle, and 767 tons of firewood for the passing army. The price of goods delivered to Kazakhs was not paid fairly and they lost 98,100 rubles. As we can see from the documents, the local Kazakhs performed the tasks of building cattle and yurts for the army (it was abolished in 1883) (Obzor Semirechenskoy oblasti, 1884:35-36).

Similarly, in the Semirechye region, the communication routes were carried out mainly by dirt roads, so mail was transported only by horses and carts in the second half of the 19th century. The approximate length of the dirt roads was 2156 $\frac{1}{4}$ versts (2300.0208 km), and the mail would travel about 946 334 versts (1009549.1112 km) per year on those roads (CGA RK F 194, OP.1, D.19a, L. 122.). Postal tracts were maintained at the expense of zemsky and public stanitsa and village capital and with the labor of local people. For this reason, postal tracts were in better condition than other roads (Rabochoya komissiya po izucheniyu, 1909:145).

According to the temporary regulation on the management of the Semirechye and Syrdarya regions (§330), it is stated that taxes on the repair and maintenance of bridges, roads and postal tracts are imposed on local nomads. A special tax in the amount of 10 to 15 Semirechye was levied from each house (kibitka) for the repair of bridges along the post office and other tracts. In addition, nomads paid the tax by labor (Obzor Semirechenskoy oblasti, 1884:35).

Mail attendants (pochto soderzhateli). Who maintained the postal tract and postal stations?

The Russian Empire tried to introduce a system for common imperial mail in Kazakhstan. However, if we look at the practice in Russia, it could be seen that it was not uniform. According to Nicholas Dirks, colonialism did not consciously introduce modern ideology and institutions. They used their own forms of government mixed with local forms of government (Nicholas, 2006:211). That's why it seems that a mixed form is used in Kazakhstan, not exactly like in Russia. First, we will analyze the situation in Semirechye, mentioning the general trend in Russia.

In the Russian Empire, in the second half of the 19th century, postal tracts were leased for a certain period to mail attendants (pochto soderzhateli) on the basis of a contract. Several types of transfer of such postal tracts to businessmen were noted. They are maintenance of postal stations according to the trading system (content of post offices on trade system) (for 6 years after 3 years), maintenance of postal stations according to estimates (for 12 years), maintenance of postal stations in the right of free mails (content of post offices on free rights) maintenance (for 3 years), maintenance of post offices according to the administrative system (content of post offices in the administrative system) (after 3 to 6 years) were used.

Maintaining post offices in the right of free mail was very beneficial for individual regions and for the state. It was used in large postal tracts only in Russian provinces and Kazan land. This is because, on the one hand, the post office increased the maintenance of stations and the speed of mail transportation, but on the other hand, it required a large amount of material costs.

According to assessment, in the maintenance of postal stations, the state set the prices, not by auction, but by the amount it considered correct. It was found that 3 years was not enough to start a business in post offices, and post offices were leased to post office attendants for a period of 12 years. And this term was shortened to 6 years from June 1, 1848.

Those who agreed to receive a low price (which was collected from the zemskoy collection) for the maintenance horses of the post stations under the trading system. They used to collect additional money from him for transporting mail, relays, and passengers (Blumenfeld, 1860:8). In most cases, stations were used when it was difficult to provide local administration and the evaluation system was ineffec-

tive. However, taking care of postal stations according to the trade system (content of post offices in the trading system) was in most cases unprofitable for entrepreneurs. First of all, in poorly developed communications, unfavorable natural conditions. Mail attendants were at a loss. Second, it depended on small businessmen dealing with postal gonba. Most of the money given from the zemskoy sbor was hand-picked by small businessmen who were engaged in postal lobbies. That's why the transition from this type of mail care to others was carried out. From this we can see that in the territory of the Russian Empire, all forms of postal waiting were used. However, priority was given to the maintenance of postal stations mainly according to assessment and trade system. For example, in 1860, in Russia, stations were maintained in 43 gubernias and regions according to assessment, and in 23 gubernias according to the trade system (Blumenfeld, 1860:30).

During the period under review, in Semirechye region, maintenance of post offices according to the administrative system (maintenance of post offices in the administrative system) and maintenance of post offices in the trade system (maintenance of post offices in the trading system) was used. However, it was not as effective as in the central areas of the Empire. The local administration did not take responsibility for the maintenance of postal tracts and stations. In addition, the janitors, mainly in the postal tracts, had learned to use the labor of Russian-Cossacks. For example, the Cossacks were engaged in mail delivery. For this, they were given benefits by the state. And in 1878, since those benefits were removed, problems began to appear in the postal service in the postal tracts. In general, there was no competition between mail attendants, they expected help and support from the administration.

If we consider who will be appointed as caretakers of postal stations, priority will be given to the following persons: 1) postal attendants whose contracts have just ended and who have shown positive results in the maintenance of stations (pochto tyrazhateli); 2) given to landlords whose farms are located near stations or to landlords located in buildings owned by stations; 3) to local residents; 4) a mail attendant who took care of other stations in an exemplary manner; 5) in case of equal status and privileges of persons in the maintenance of postal stations, disputed issues were resolved by lot (Svod zakonov, 1857:29).

In addition, starting from 1890, mail attendants were contractually obliged to carry out construction and repair works at post stations (Obzor Semirech-

enskoy oblasti, 1892: 54). Analyzing the general data, the state has tested the service of station post attendants in the Semirechye region. There were actually objective reasons for it: there were not enough specialists to run the postal service; the general economic condition of the stations was low; stations have not been repaired for a long time; the horses were tired and untrained, the crew was worn out, unsorted letters were piled up, and passengers had to walk through the postal tract (Obzor Semirechenskoy oblasti, 1883: 59); In most cases, the stations on the mail tractors were located in the desert, far from settlements (the distance between the stations was on average $23 \frac{3}{4}$ -34 versts), so fodder was brought from remote places. The fee for the maintenance of postal tracts increased, as well as the fee for using the postal tract (Obzor Semirechenskoy oblasti, 1884: 35). That's why station attendants were given a negative rating in most cases.

For example, Lepsinsk, Ashybulak, Kanzhiga-bulak stations were given to the merchant Ostyakov for 3000 rubles per year. In 1879 (until January 1, 1885), the Verny-Sergiopol postal tract (Kuznetsovy Klimenko) was assigned to the successor of Kuznetsov Klimenko (who was a woman) as a holder for six years. Since the stations were not maintained according to the requirements, they were handed over to other entrepreneurs from March 1, 1881 (Obzor Semirechenskoi oblasti, 1885:48). This lady was also the holder of the Tashkent-Orynbor postal tract (Obzor Semirechenskoy oblasti, 1883:59). The crisis of the Tashkent-Orynbor postal tract also began to affect the situation of the Verny-Sergiopol postal tract. The statistical committee criticized the negligence, incompetence, and inexperience of the post office holder. This, in turn, had a negative impact on the development of the Vernensko-Sergiopolsky postal tract. Therefore, this postal tract was transferred to the regional administration in 1880. The stations along the Sergiopol-Verny postal tract were put up for sale due to the inability of the postman to properly maintain them. The economic condition of 8 stations here was very poor. Among the problems here were the following: the road between the stations was salty and sandy. For this reason, oats (oats) for cattle were transported from the south of Sergiopol from a distance of about 200 versts; there were almost no farm tools; horse harness, horse, crew and tools needed for station management were bought from Semipalatinsk, Tyumen and Irbit, which did not allow the use of these tools for a long time (Obzor Semirechenskoy oblasti, 1885:48).

It seems that there were well-known merchants at the end of the 19th century among the mail attendants of the post stations along the Semirechye region. For example, in 1882, 7 stations between Kopal and Verny were given to the Verny merchant Ostyakov. And from 1886 to 1890, a contract for the maintenance of 9 stations in the Verny-Sergio-pol postal tract was concluded with Shcherbakov, a merchant of the Tara city (Obzor Semirechenskoy oblasti, 1885: 48). It is likely that this merchant Shcherbakov was one of the two sons of Ivan Efimovich Shcherbakov (1804 – 1879), a merchant in the town of Tara (Siberia).

Finally, the state was interested in transferring the care of postal stations to private entrepreneurs. And station attendants could not successfully carry out their activities in Semirechye region. After all, the proper maintenance of the stations was directly related to the provision of water resources, fodder, horses, and the correct yield of the field. Most importantly, local climatic and economic conditions were not taken into account. The model of maintenance of postal stations in Russia was directly used in Kazakhstan. Because of this, it was known that the maintenance of post stations was doomed to failure.

Conclusion

In conclusion, we tried to determine the peculiarities of the postal system in the Semirechye region according to the model established in the Russian Empire, comparing the practices of the postal

system in the world experience. We tried to answer the question of how the relationship between the colonial state and the metropolis was reflected in the postal service, including mail transportation. The structural elements of the general postal administrative system, the postal transport algorithm were differentiated and the specific features of the region were determined. In the same way, the main sources of financing of postal institutions were not only the state, but also the local population. And it was leased to local businessmen using world experience in the operation of postal stations. Post stations were engaged in mail gonba, correspondence and passenger transportation. They performed not only postal services, but also public transport functions. Being subordinate to the post offices, the caretakers of the post stations managed the work of the stations on their own and depended on the station's income. Such a position was very rational for the state, and the state tried to avoid spending as much as possible on postal institutions. The state tried to establish effective postal communication, and its structure was constantly changing. However, despite the positive trends, the Russian Empire, as well as the postal service in the Semirechye region, postal transport lags behind the European countries.

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