

Trade Routes of the Kyiv Province of the First Half of the 19th Century

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Abstract: *The study of the evolution of trade routes is of great interest to contemporary society because of the impact it has on the quality of human life and the social dynamics of communities. The author has analyzed the determining factors of the effectiveness of the government, local government, police, taking into account historical research for the 19th, 20th, and the last years of the 21st century. Archival documents have been used, some of which identify variables related to the Kyiv province, such as road construction, some of which are aimed at merchant's perception of the attention received by logistics. Other sources emphasize the weaknesses of rural community's actions regarding the quality of repair of bridges and dams. Finally, there are those who are critical of carriers who provided their services within and outside the province. Emphasis has been placed on the constant presence of police officers who monitored the quality and condition of roads in the settlements. This article is based on archival documents. Methods of analysis, systematization and classification have allowed to track the main array of data and conduct research.*

Keywords: Kyiv province, 19th century, transport, trade routes, zemstvo duties, transportation

1. Introduction

The attractiveness of the state is determined by the development of political and social institutions that care about the rights and freedoms of a person and a citizen. A person feels free in terms of ensuring person's legal, social and economic interests. The relevance of this problem is related to the relationship of public-corporate-private cooperation with the effectiveness of communication, which is the basis for increasing business profitability. Roads are vessels of public, local, regional, state, global economic organisms that provide and have provided the exchange of resources, people, information. The condition of the roads allowed to increase the speed of delivery of goods and movement of people. The road construction and repair required a lot of attention, was associated with significant organizational efforts and significant funds from local and state budgets.

2. Literature Review

Historiography. The formation of the road network, road maintenance to reduce transport costs was a task for the organizers of the supply of armies, cities, administrative-territorial entities, at this stage – for logistics corporations, firms, logistics departments, departments of business structures working to producer, intermediary and consumer service. The practical component of the application of logistics management was studied by J. Stock and D. Lambert [28]. The works by O. Laktionova [15], O. Sumets, T. Krotenko [29] were devoted to the formation of logistics systems. In particular, Ye. Krykavsky and S. Kubiv [14] dealt with the economic components of logistics systems. I. Lapkina and V. Andrievska [16] studied logistics management. Transport and roads were the subject of research by V. Penchuk [18]. Historical dimensions of the development of transportation arteries and vehicles were studied in the works of I. Melnyk [17, M. Shifrin [20], V. Kryvtsov [13]. I. Fundukley gave an important place in the work on the situation of the Kyiv province until 1852 to the

study of roads along with the analysis of geography, geology, flora and fauna, climatology, soil science, demography [12].

Purpose and task statement

At least from the 18th century, Kyiv province was viewed by imperial officials either as a component of the Russian market or as a component of the dominant influence of Moscow's geostrategic idea, which required the constant growth of territory in order to preserve and spread the cornerstone of its own greatness. But for some reason, during the study period it was denied special state attention to the development of infrastructure, especially transport.

This study is devoted to the search for the dominants of cooperation at the level of local self-government and private initiative in road development. The following tasks have been defined: 1) the analysis of the sources dedicated to the declared subject; 2) the study of organizational, economic, technical components of the quality of the then road system of the Kyiv province; 3) the separation of clusters and synthesis of the concept of the place of road infrastructure of Kyiv province for trade and economic development of the region.

3. Method

The methodological basis of the study were the principles of historicism, objectivity, scientificity, comparative method, method of critics of historical sources, problem-chronological approach.

Presentation of the main research material

In the first half of the 19th century, the distance between the provincial and county cities was small if the journey lasted in dry weather in summer or snowy weather in winter. During the rain periods, the roads became difficult to pass. Thus, the distance from Kyiv to Vasylkiv was 36 verst, from Kyiv to Radomyshl – 95, from Kyiv to Skvyra – 115, from Kyiv to Tarashcha – 121, from Kyiv to Cherkasy – 175,

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from Kyiv to Uman – 185, from Kyiv to Makhnivka – 189, from Kyiv to Zvenyhorodka – 190, from Kyiv to Lypovets – 191, from Kyiv to Kaniv – 216, from Kyiv to Chyhyryn – 230 [12, p. 539]. In the 1850s, 20 military, 10 stage, 9 postal, 15 trade routes that went to the Kyiv province passed through Kyivshina [12, p. 528-538].

People and goods traveled by such trade roads of the Kyiv province: 1) the road from the Volyn province through Pavoloch city, Buki city, from there through the Podolsk province to Odessa; 2) from this road near the Stavyshe settlement, another Chumatska Road separates to Zvenyhorodka city, to Zlatopil city and from there to the Kherson province; 3) the road from Berdychiv to Ruzhyn, Uman and further through the Podilsk province to Odessa; 4) the road from Lypovets to Uman, and from here to the Kherson province; 5) from Lypovets through the Pyatigorsk city, Uman to Boguslav; 6) the road from Berdychiv, through Brusyliv to Kyiv; 7) another road between these two points goes from Berdychiv through Pavoloch, Vasytkiv; 8) road from Kyiv through the Hvozdiv village, Obukhiv city, Trypillia city to Rzhyschiv, harbor on the Dnieper; 9) trade road from the Poltava province enters Kyiv near Trakhtemyriv and goes to Boguslav; 10) the road from Smila through Horodyshche to Boguslav; 11) the road from Smila to Zlatopil; 12) the road from Chornobyl to Radomyshl; 13) the road from Malyn to Radomyshl; 14) the road from Radomyshl to Korostyshiv, to Berdychiv; 15) the road from Radomyshl to Brusyliv, Fastiv (Vasytkiv district).

Private ownership of land extended to roads that went to the possession of a particular owner. And this, in turn, gave the owner the right to benefit from the goods and cargo transportation by these roads, and this custom lasted for centuries. As an example, in 1769, the owners of the Synyavsky Kluch collected travel tax on the use of roads passing through their estates [11, p. 90]. Realizing the exceptional importance of roads, in 1797, the state, together with the measurement of city pastures, old estates, economic parishes, church lands, included a description of the main state roads in the “Official Special Surveying” [12, p. 15].

Before the construction of railways, Ukrainian goods were transported to their consumers by carts, rivers and, finally, by sea [19, p. 46]. And considering that the greatest demand was for grain, hundreds of thousands of trucks (loads, carts) moved along the roads of the Ukrainian provinces every year, carrying the necessities.

Self-governing bodies were intended to care about city roads. Thus, in July, 1802, the Kyiv provincial board appealed to the Kyiv magistrate with the requirement to correct a situation as having received information on malfunction of pavements through city streets from all parts of the city in March. But the magistrate did not provide the necessary repairs. Due to the fact that in many places through the streets bridges were destroyed, and pass through them was very difficult, the police once again asked for a quick repair of these roads [21, sheet 25]. The province government, addressing the magistrate, stressed the need to take care of the roads, without waiting for reminders from the police and the province authorities.

In particular, this concerned the provision of transport links between the administrative center of Kyiv (Pechersk) and the commercial center of the city – Podil. And the condition of the roads in the center of Kyiv was demonstrative. In April 1802, in connection with the repair of the road (pavement), initiated by the magistrate to connect Pechersk and Podil with Khreshchatyk Road, Kyiv Governor Fenshaw proposed not to continue these works, to which 3,800 karbovanets was allocated. And the reason was that the journey from Pechersk to Podil could be expected only through Old Kyiv, which was connected with certain difficulties. The difficulty was that passage in Old Kyiv through Andriyivska Hill was extremely difficult and uncomfortable due to the fact that the road there was without a pavement. Due to the loam soil and during the slightest rain, sputum appeared, road became dirty and slippery. In addition, this road had long been unrepaired, pits had formed in many places, making travel difficult and dangerous. Therefore, the governor insisted on the priority of repairing the road to Andriyivska Hill: “to bring in a good condition and convenience for travel, and to fence off one side of the road to Yar so that passers-by will not feel any difficulties and dangers” [21, sheet 100].

The state persistently continued to contribute to the construction of the roads in Kyiv, especially in Kyiv-Pechersk. Huge sums were spent. Thus, in 1807, 15 thousand karbovanets were spent on the construction of the road between Pechersk and the Dnieper [25, sheet 181]. In the following year, 1808, the construction of the highway connecting Pechersk (near the St. Nicholas Monastery) and the Dnieper River was completed, for which 24 thousand karbovanets were spent from the city budget [24, sheet 30].

Repair of roads and bridges within the Kyiv province was made as a natural duty for the taxable population. Repair and direction of roads belonged, as is known, to zemstvo duties; they demanded a huge amount of labor forces and carts from the rural population every year, despite the fact that the work they did was very fragile and unreliable [12, p. 518]. Thus, in 1804, the maintenance of roads in the province was divided into distances. Several villages were attributed to each of them, which, by necessity, at the direction of the lower zemstvo courts, repaired them using their own materials, consisting of logs and fascines, and carts and workers by duty. Quantitative indicators of this duty were calculated by the number of workers involved, carts and materials used during the year at reasonable prices for all. Travel expenses per year amounted to 25,500 karbovanets [3, sheet 16]. Taking into account the amount of all natural zemstvo duties – 395,000 karbovanets, travel costs amounted to 6.5%.

Considering the exceptional importance of bridges for communication between settlements, provinces and states, the amounts spent on the maintenance of bridges by the cities of Kyiv province in the same 1804 are interesting in comparison with all city revenues. Thus, in Kyiv, 3,450 karbovanets were spent on maintaining bridges and crossings (profits amounted to 66,980 karbovanets), in Skvyra – 147 karbovanets (profits – 5300 karbovanets), in Tarashcha – 583 karbovanets (profits – 3000 karbovanets) [10, sheet 16]. In 1808, the duties of the inhabitants

(inhabitants) of Makhnivka city, which were conducted by taxpayers, included the repair of roads and bridges. Indeed, Makhnivka residents spent 390 karbovanets on road and bridge renovations that year. Namely, the estimate included the payment for workers (400 people, each 30 kopeks per day; a total of 120 karbovanets), for carts with drivers (200, each 60 kopeks per day; a total of 120 karbovanets), for fascines and logs 150 karbovanets [25, sheet 79].

Repairs and maintenance of roads and sidewalks were the responsibility not only of the authorities but also of the residents. In 1822, the Kyiv civilian governor Bukharin appealed to the Kyiv police to offer private bailiffs to monitor the cleanliness of the streets and to announce to the residents with subscriptions about the arrangement of their sidewalks in order to improve the structure of cities, especially with the approach of spring [22, sheet 102].

The construction of roads and streets in Kyiv was slow, so in 1822 Kyiv civilian governor Kovalev insisted on strict performance of duties by officials and police officers: from quarter guards to Kyiv police chiefs. Namely, the governor obliged the city police to oblige the residents of Moskovska Street to clean the canals arranged by them in front of their house, to replace them with reliable crossbars and new planks (2 sazhen long, 1 ½ vershoks thick, 1 ½ vershoks wide); residents of the Riznytska Street – to update the pavement in front of their houses with reliable beams or slabs, rather than stumps which ruin the pavement under the first stress of weather [22, sheet 51].

Kyiv police had to ensure that residents swept the streets near their homes and removed garbage and manure from the streets. Police had the right to arrest a resident who was throwing manure into potholes in the street. The police had the opportunity to demand from the elders of the horse and carriage exchanges, as well as the trade areas to remove the manure every two days.

Police officials, namely private bailiffs had the right to detain the violator for the first detection of a violation of public hygiene on the roads, for the second – to punish corporally. The governor gave two weeks to comply with the order. If within two weeks the canal, the pavement was not repaired, it was attributed to undertake the specified works at the expense of guilty: namely, at the expense of means from the city commission. The money spent was to be returned by perpetrators through the execution, for which soldiers from the internal garrison battalion led by Lieutenant Colonel Stempel were used [22, sheet 51]. Provided that violators would not care about public cleanliness on the roads for the second time, the following was established: their houses were taken into care for a whole year and the amount received from the income went to these expenses [22, sheet 51]. The demands of the governor were reported to all residents and guilds.

The central Russian government was looking for ways to improve the situation of the population, in particular, urban population. This is exactly what the Highly Approved Committee for Finding Ways to Improve Cities, which was established in 1825, was doing [23, sheet 40].

In 1826, the committee received answers from the local authorities of the Kyiv province regarding the development of infrastructure. Instead, in Skvyrsky county, Marshal of the Nobility Rylsky insisted that Skvyra lost because it was not in the place where the main commercial roads converged [23, sheet 38].

It was the local authorities who monitored the condition of the roads and realized their importance. Thus, Marshal of the Nobility of Chyhyryn county Trypilsky reported the glaring facts about the roads: “Chyhyryn, being between Kyiv and Kherson provinces, has no commercial connections, ways of communication, because neither postal nor commercial roads pass through it, from which the income of residents and their industry is very limited” [23, sheet 9]. It was the roads between the provinces that affected the profitability of the city budget. Another equally important thing was the provision of communication between parts of the city, as the settlement was built on both sides of the Tiasmyn and until 1820 was connected by a dam. But, in 1820, the dam was destroyed by a flood, the city was divided into two parts, although a ferry was arranged to cross. But this did not contribute to commerce, as the ferry was built far from the part of the city where the Jews lived. The Marshal of the County Nobility insisted that in order to increase trade in Chyhyryn, it was necessary to restore the dam across the Tiasmyn River, as well as to build a postal road through Chyhyryn to Kryliv to Kremenchuk in order to encourage to transport people and goods through the city [23, sheet 10]. The county marshal of Cherkasy district, neighboring Chyhyryn, asked the provincial authorities to build a bridge across the Dnieper [23, sheet 56].

In Tarashcha county in 1826, Marshal of the Nobility of the county Kotovych together with the policeman, members of the magistrate and the city council viewed changes in transport as one of the factors for the growth of trade, namely to turn to the road to Boguslav after the liquidation of the Vincentov and Karapyshiv post offices, to transform the post road through Tarashcha [23, sheet 33]. The raised problem remained relevant in 1833 [8, sheet 1].

As we saw above, road renovations remained a natural duty for the taxable population. However, after the defeat of the Polish uprising of 1830-1831, the legal status of the untitled gentry of Kyiv region deteriorated. And according to the documents of 1833, the authorities began to involve the illegitimate gentry of the Fastiv Kluch in the repair of roads along with the peasants, which caused outrage among the previously privileged class [5, sheet 1]. And focusing on the facts of the exempt of peasants from this duty, [6, sheet 1] the demand of the nobility seemed even more motivated.

The connection of Kyiv province with other provinces, in particular, the left-bank and Russian ones, was of great importance. Authorities contributed to private initiative, including in the area of passenger transportation. Thus, in 1840, the head of the Ministry of Internal Affairs gave a resident of the city of Kursk, landowner, staff captain Pavel Semenov permission to create a stagecoach facility in the form of tarantases for transportation from Orel to Kyiv by road [9, sheet 39]. It was reported for the general announcement.

In 1846, the roads of the Kyiv province allowed not only to reach the left bank of the Dnieper, the Russian provinces, but also to come to the Black Sea coastal provinces. In particular, in a close distance from the Uman settlement there was Odessa, trade point where local agricultural products, bread, wheat were supplied by land. Uman was a kind of hub on the way to Odessa: from Lipovets, Tarashcha and Skvyra counties, trade routes to Odessa concentrated in Uman and went to the Podolia province [3, sheet 120].

The poor quality of roads only slowed down and led to higher trade prices. Thus, according to K. Vobly, in 1846-1847 there was a change in payment for transportation. The usual fee for the supply of a quarter of grain from Yelizavetgrad to Odessa for 250 verst was 1 silver karbovanets, and in early 1847 it more than tripled. The cost of transportation was 3-4% of the cost for the manufactory, for outsized things, such as iron – 15% [30, p. 66-68]. In 1846 and 1847, the state paid for the transportation of military cargo from 1 pood per 100 verst on urgent horse-drawn carriages for 22 silver kopeks, and on bull-drawn – 11 silver kopeks [4, sheet 158]. Only wholesale suppliers, who were landlords, could ignore the cost of transportation. The reason for this attitude of the landlords was the fact that the horse-drawn duty was part of serfdom. The serfdom sometimes included the transportation of products of landed estates at a distance of 50, 100, 150 and even 200 verst [30, p. 6]. Serfdom transportation was too heavy for the peasants, because it required much travel expenses, tore them away from their farms, and finally led to the exhaustion and death of livestock. Serfs and Chumaks in their travels generally used their own food and spent the night in the open air. Other travelers needed food and accommodation on the way, and found them in inns, taverns and hotels, scattered along the roads separately, or in road villages, cities.

Roads of local, county, provincial, and state importance remained dirt in the first half of the 19th century, and only roads in some cities of the province, primarily in Kyiv, were turned into pavement or paved. Road lighting was also out of the question until the 1850s. That is, the movement of passengers and transportation of goods was carried out in daylight. In 1853, on the basis of the Supreme Will, announced by the Ministry of Internal Affairs on the introduction of street lighting with alcohol, the first experience of alcohol-turpentine street lighting with 120 lanterns was implemented in Kyiv [26, sheet 22]. In the same year, construction of the first highway through the Kyiv province – Kyiv-Brest – began. In 1861, the Kyiv-Brest highway, 108 verst long, was an exception, as all other roads were dirt roads [1, sheet 16].

Kyiv region was rich in navigable and non-navigable rivers, which were significant obstacles in conditions of limited transport development. The network of means for overcoming river obstacles in the province was expanding. Thanks to the efforts of the population of the Kyiv province, in 1854, there were 3 floating bridges, 6 crossings, 1085 crossing bridges and dams for crossing the Dnieper, Pripyat and non-navigable rivers [27, sheet 119]. The state of means of overcoming river obstacles in the 1850s noticeably improved in comparison with situation with bridges 20 years

earlier. In 1833, Kyiv just proposed to build a floating bridge across the Dnieper [7, sheet 1].

4. Conclusions

Thus, the network of road networks available in the late 18th century expanded by the efforts of central and local authorities. With the funding of the government and with the help of the taxable population, new bridges and dams were built, which facilitated the transportation of passengers and goods both inside the Kyiv province and outside it in the first half of the 19th century.

5. Research prospects

It is promising to clarify the condition and operation of military and postal roads of Kyiv province in the first half of the 19th century.

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