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**RESIDENTIAL, STORING AND PRODUCTION PREMISES
AS A CATEGORY OF REAL ESTATE OF THE TYUMEN
AGENCY OF THE “WEST SIBERIAN SHIPPING COMPANY
AND TRADE PARTNERSHIP” (1898–1917)**

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The article deals with the issue of the formation and composition of real estate of the main production unit of the largest river shipping company in Western Siberia, i.e. the “West Siberian Shipping Company and Trade Partnership”. The Tyumen agency represented both the main production office of the company and an independent economic unit.

Keywords: *property; possessions; river transportation; warehouses; agency; quay; wintering grounds.*

**ЖИЛЫЕ, СКЛАДСКИЕ И ПРОИЗВОДСТВЕННЫЕ
ПОМЕЩЕНИЯ КАК КАТЕГОРИЯ НЕДВИЖИМОГО
ИМУЩЕСТВА ТЮМЕНСКОГО АГЕНТСТВА
«ТОВАРИЩЕСТВА ЗАПАДНО-СИБИРСКОГО
ПАРОХОДСТВА И ТОРГОВЛИ» (1898–1917 ГГ.)**

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В статье рассматривается проблема формирования и состав недвижимого имущества главного производственного подразделения крупнейшего речного перевозчика Западной Сибири – «Товарищества Западно-сибирского пароходства и торговли». Тюменское

агентство представляло собой как главную производственную контору компании, так и самостоятельную хозяйственную единицу.

Ключевые слова: имущество; собственность; речные перевозки; склады; агентство; пристань; зимовка.

The development of the transport system of Western Siberia and the inclusion of river routes ultimately led, firstly, to the foundation of river transportation entrepreneurial companies, and secondly, to the formation of an on-site service system for customers and passengers. By 1917, the “West Siberian Shipping Company and Trade Partnership” (Tovarpar – hereafter) had become a large industrial and commercial complex with a mix of different types of associations: a family company, a limited partnership and a share society. However, researchers mainly address the general issues of the capitalist relations development. This study mainly aims to single out the real estate groups of one of the Tovarpar units.

The internal structure of Tovarpar developed over the entire period of its activity, but the main on-site units were river agencies, being complexes of economic and industrial premises for transportation cargo along the Ob-Irtysh river basin. Initially, the largest agencies in the cities of Tyumen, Tobolsk and Barnaul were started based on the same units of the shareholders/founders. Their duties included monitoring to ensure the Tovarpar sustainable activities, keeping the most profitable and promising routes under control, recruiting professional employees, ensuring comfortable stay of passengers and customers, etc. The formation of the list of agencies was greatly influenced by the previous experience of the management of the Tovarpar owners as well as their business connections. 1898 to 1918, 15 agencies were opened, only 11 of them being constantly operating. Two agencies were temporary and the other two closed down immediately after opening. The placement of agencies is also associated with the process of developing river lines, i.e. the Semipalatinsk and Tomsk ones.

Tovarpar experienced two main stages in the development of its internal structure: the traditional structure, the main goal being to cover as many localities as possible by opening the quays, and the linear one, which involved setting up units along the most profitable and promising river

routes. The new approach required giving the agency greater autonomy in solving current problems. At the same time, during both the first and the second stages the main agency was located in the city of Tyumen, a chief town of a district in Tobolsk province with the population of 29544 people in 1898 and 39200 in 1913. In accordance with the Charter and policy documents of the shipping company, the agencies had certain functions that depended on its profitability, ability to pass, number of transport links with settlements in Western Siberia.

There are four main groups of functions that are interrelated with each other, i.e. the implementation of technical tasks is impossible without equipped quays and wintering grounds; the placement of cargo or passengers required special facilities; river transport functioning is impossible without the presence of cargo, passengers, which is ultimately associated with the work of the agency's personnel, etc. The first and main group of functions included the organization and maintenance of sustainable activities of the Tovarpar river transport within the agency's territory: warehousing and storage of cargo transported by water, railway or land routes; formation of the staff of the unit; providing passing vessels, passengers, customers with all that was required [1, L. 9; 4, L. 5; 7; L.4]. Accordingly, the focus in the production activity was on the cargo as the company accumulated all its actions and financial flows around it. For example, in the early 20th century, the costs of the production function of the Tyumen agency were significantly higher compared to the other units (Chart 1).

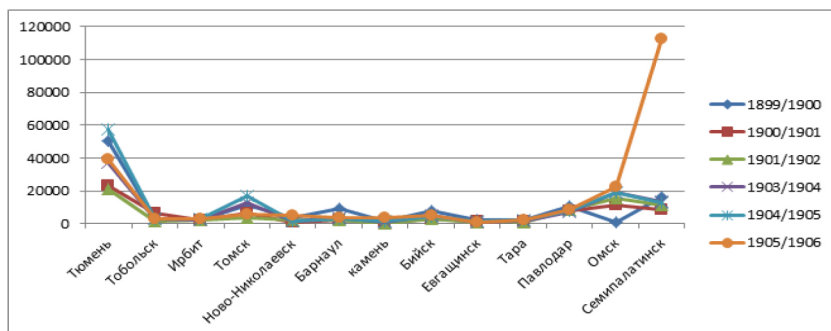


Chart 1. The dynamics of the cargo transportation costs of the divisions of the “West Siberian Shipping Company and Trade Partnership” in 1898–1906

To carry out commercial operations with cargo, baggage and passengers, an infrastructure was set up consisting of quays and wintering grounds with special rooms, equipment, etc. In the first navigation in Tyumen, eight river quays were opened for servicing both long-haul and short-haul routes: Quays 1 and 2, Quays 5 and 6, Quays 7 and 8 were close to each other since they were located on the ground of the founders' old quays, but were subsequently connected. For example, in navigation of 1901, Quay 3 was closed, and its equipment and part of the workers were transferred to other units. Most of the Tovarpar quays were located near similar units of other river shipping companies in order to be able to attract customers and customers for transportation along the same routes. An important argument for enlarging the quays was the possibility of transferring both cargo and passengers from and to the railway station. Over time, Quays 1, 2, 5, 6, 7, Wintering grounds 1, 2, and the Babarym wintering grounds remained in the structure of the Tyumen agency, which were managed from the main quay office.

All of the above-mentioned units of the Tyumen agency occupied large areas that are located on private and leased land. On its own land (263 Russian fathoms), that was received as a share from the "A. Trapeznikov and Co" partnership, Quay 2 was located. The remaining units of the agency were located on the leased land. The lease was of two types: the new one, i.e. the shipping company directly signed a lease agreement with the owner; the lease under a contract of assignment, when the first tenant, upon becoming a shareholder, transferred their rights to the shares society. After 1910, the company sought to renegotiate all long-term contracts in order to obtain more favorable conditions from the lessor. The main owner of the leased land was the city society of Tyumen, with whom the contract was signed concerning Quay 7 until 1906, Quay 8 until 1908, Quays 5 and 6 until 1917. In some cases, the terms of the lease agreement were changed even before its expiration: the land fee for Quay 7 was increased from 81 rubles to 731 rubles and to 900 rubles during the last year for Quay 8. Thus, the Tyumen agency of Tovarpar was located mainly on the leased land over long periods, which were permanently extended, whereas the owned land was partly under the premises of Quay 1 and wholly under Quay 2. The

total amount of annual rent was included in the agency's budget and, after the transfer of the wintering grounds, repair bases, temporary quays in rural areas to the city-run river shipping agencies' management, amounted to 6553 rubles 55 kopecks [9, L.9]. In lease agreements, as a rule, there were additional conditions, for example, the transfer of all buildings free of charge to the lessor after the expiration date.

The river agency was a combination of various quays, wintering grounds, repair bases, temporary quays located along the Tovarpar river vessels routes. The company owned all real estate property of the agency. Thus, it could be sold, leased and was part of fixed or reserve capital. In general, the cost of this property group in the first navigation was estimated at 207189 rubles 97 kopecks. In 1907, it decreased to 162610 rubles. 71 kopecks. After 1912, it increased significantly due to the property of the Kornilovs' Trade House and the Russian-Chinese Joint-Stock Company [2, L.14; 6, l. 16; 8, L.18]. The specificity of the estimation of this part of real estate was that the reduction was due, firstly, to the audit of all the company's property, which showed that the founders had overstated the initial value; secondly, it was the introduction of depreciation procedures, depending on the terms of operation; thirdly, due to the financial institutions' interest in Tovarpar. The company also regularly took part in constructing various objects and repairing existing ones. For example, in 1914, 8551 rubles was spent on repair works and 1187 rubles 70 kopecks was spent on construction [12, L. 4–5].

As it was mentioned above, the agency was a complex of premises for accommodating passengers, customers, and welcomers; for storing goods of various sizes, carrying out repair works; wintering of vehicles and vessels, etc. A special feature of the Tyumen agency was the presence of specialized zones: a tea yard (Quay 2) designed for loading, unloading and storing Chinese tea and some spices as well as a timber yard for shipping and selling timber, drifted down the river, etc. In total, there were 148 premises located on the territory of the agency that performed various tasks (Table 1). The first group of structures includes wooden and stone houses, log cabins, barracks designed to accommodate passengers and customers, as well as the company's staff and support staff. There was

a distinct social differentiation: at the quays, there were nine two-storey stone and wooden buildings with waiting rooms, guest rooms equipped with buffets for the waiting and transit passengers of the 1st and 2nd classes. The two-story buildings were solid structures with a stone foundation, iron-clad roofs and a terrace with tea tables to be placed in warm weather. At Quay 5, there were two similar buildings (wooden and stone) since it was the starting point of the most distant routes of Tovarpar and it was connected to a railway line from the Tyumen station. The ground floor of these buildings housed employees of the agency and ticket offices. For the 3rd-class passengers, there was a single-storey stone house and ten wooden houses of various sizes with kitchens to be able to cook.

In addition to these facilities, there were ten barracks for migrants and prisoners transported by the Tovarpar ships; these barracks, if necessary, could accommodate 3rd-class passengers as well. Accommodation at the agency was free for its passengers. Thus, 31 special facilities of various capacity were equipped for passengers and customers. This was 21% of the total number of facilities of the Tyumen agency. Taking into account the specifics of the river basin conditions and the frequent breakdown of vessels, auxiliary facilities, such as baths, were organized at the quays for transit passengers.

Table 1.

The number and types of structures of the Tyumen agency of the “West Siberian Shipping Company and Trade Partnership” (end of the 19th – early 20th centuries) [1, L. 29–31; 9, L.9–16]

Type of the building	quay							wintering grounds			total
	1	2	4	5	6	7	8	1	2	B	
two-storey semi-stone house with a terrace		1	-	-	-						1
two-storey stone house	-		-	1							1
two-storey wooden house	-	1	1	1	1		1	2			7
one-storey stone house		1									1
wooden house	1	1			1			1	2		6
log cabin	-	1	1		1	1					4

Continuation of the table

log barracks	-	-	-	1	1		1	2	2	3	10
cooper's barracks				1							1
guard cabin	1	-				1	1	1			4
guard booth	-	-	-		1		1				2
wooden warehouse with a stone foundation	1		-				2				3
stone warehouse	2	3	-								5
wooden warehouse	2	4	4	2	7		1				20
granary						7					7
pantry	-	-	-		2			2	1		5
wooden shed							1	3			4
icehouse		1									1
underwater chest								1			1
log cellar	-	1	-	1	-						2
shed		4	1	1				1			7
covered shed	1							1			2
hauling up grounds					2						2
platform		2	2	1			1				6
bath-house		1			1			1			3
latrines	+	+		-							+
well					1						1
bridges, pavement	+	+	+	+	+	+	+				+
stables	-		1	-	1		1	1			4
stables, cartwright house and utensils storage		1									1
cartwright house	-	1	-	-	-						1
utensils storage with a hayloft	-	1	-	-				1			2
coal shed								2	2		4
drying house								1			1
workshop									1		1
fire wagon barn					1						1
boiler room								1			1
blacksmithy								1		1	2
blacksmithy and locksmithy									1		1
carpenter's shop								1			1
workshop									1		1

End of the table

paint-grinding house									1		1
coal furnace								1	1		2
kerosene filling house	-	-	-	1							1
kerosene vat				1				1			2
tar vat								1	1		2
transportation raft								1			1
tar pit									1		1
dynamo taken off the <i>O. Karpova</i> ship								1			1
total	8	24	10	11	20	9	10	28	14	4	148

- – Babarym wintering grounds

The management did their best to provide the agency with facilities made of durable materials, therefore, of 48 properties, eight buildings were stone, 15 were wooden ones with a stone foundation and most of the buildings had iron-clad roofs on.

The second group of the river agency’s facilities contributed to the implementation of the production function and was intended for warehousing, storing, transporting cargo of private and corporate owners. Unlike other units, the Tyumen agency had 48 storage facilities: warehouses (28), granaries (7), pantries (5), sheds (4), icehouse, underwater chest and cellars (2). Warehouses were a special group of household facilities; there were stone warehouses, wooden ones and wooden warehouses on a stone foundation. Warehouses in the Trans-Urals were the most common type of roofed facilities for short-term storing of bulk cargo. They were usually located near on-and-off loading platforms. In addition, the sides of the warehouse were often roofed, to make it possible to work in bad weather or leave the cargo for a while. At Quay 4, a warehouse was built with a special r-shaped extension with an iron-clad roof. Quay 2 had four wooden warehouses for universal types of cargo and three stone ones with three compartments in each for storing various types of Chinese tea [6, L. 13–14]. The Tyumen agency owned the most expensive warehouses: at Quay 1 “an iron-clad stone one with 8 iron latticed doors and a wooden platform to it” worth 17373 rubles 58 kopecks. At Quay 2, “a stone one with four iron-clad compartments” – 18896 rubles 04 kopecks [4, L. 7–8]. 28 ware-

houses of this agency were estimated at an average of 88905 thousand rubles, i.e. one cost over 3175 rubles, considering depreciation.

In addition, among warehouses there were seven granaries at Quay 7. They were well-equipped wooden buildings with an iron-clad roof to store cargo. Their total cost was 3476 rubles 66 kopecks [5, L. 11]. At the disposal of the agency there were six separate pantries made of wooden planks: two at Quay 6, one at Quays 1, 7, and Wintering grounds 1 and 2. The cost of pantries varied from 15 rubles to 80 rubles, so these structures were likely to be rebuilt rather than repaired [8, L. 1]. Another type of storage facilities was a wooden shed, covered with planks used as a temporary storage of bulk and non-perishable cargo. The agency also had other varieties of such premises: a shed for storing coal, a drying house, a fire wagon barn, etc. To store perishable products, two cellars with ice were built, a separate icehouse, an underwater chest, from where food stocks were given out to steamboats. The activity of these facilities was regulated not only by the Tovarpar internal acts, but also by the Russian legislation [11, p. 134–140]. The premises of this group amounted to more than 32% of the total real estate of the Tyumen agency, while in the Semipalatinsk unit it was 35% [10, p. 21].

For production needs of the agency in Tyumen, special premises were used that were not directly related to storing cargo or accommodating passengers: a coal shed, utensils storage, blacksmithy, locksmithy, carpenter's shop, paint-grinding house, boiler room, kerosene and tar vats, etc. For a comfortable stay of passengers and customers waiting for cargo at the quays and on the wintering grounds, a stable, cartwright house, latrines, etc. were built. A new trend was arranging site improvements in the form of quay bridges, pavements, front gardens with plants, as well as the passenger rooms got equipped with newspapers, books, etc.

To attract customers and safely place cargo on the premises of the Tyumen agency, additional areas were arranged with special roofs made of wooden planks or iron on wooden or stone pillars to protect against sunlight, wind, rain and even the first snow. On two of the Tovarpar quays, a roof between two warehouses was built, which made it possible to quickly transport cargo from one storage room to another. There were also plat-

forms to deliver cargo from the railway station and back for further transportation. In addition, at Quays 2, 5, and 8 railway lines were constructed for loading or unloading cargo from a freight car. At Quay 6, two special hauling up grounds were arranged for the company's ships convenience. Large areas with access roads were arranged for stable work in bad weather to be able to work non-stop.

Thus, Tovarpar, as the largest river shipping company in Western Siberia, had at its disposal the largest number of different categories of real estate. It allowed carrying out both production and social functions. Mandatory structures that each agency had (residential buildings, warehouses and production facilities) amounted to 69% or 103 buildings. Beside that group of facilities, there were special sheds and roofed areas for temporary storage of cargo. Since the beginning of the 20th century, special aids and appliances were installed for the mechanization of the process of loading and unloading, so the ship crews then carried out these operations, though there was always an inspector for the maintenance of warehouses as well as a few branders.

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