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## KYIV AS A TRADE AND INDUSTRIAL CENTER IN THE FIRST HALF OF THE 19<sup>TH</sup> CENTURY

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**Abstract.** Since 1797 till the middle of the 19<sup>th</sup> century, Kyiv became a huge trade center. Especially because of the “Contract Fair”, which was visited by merchants from different cities of the Russian Empire and some European countries. A lot of goods were sold at the Fair, so this made Podil (a part of Kyiv) one of the richest parts in the city. Also, in the first half of the 19<sup>th</sup> century, industry started its development, and this gave positive effect for the development of the city too. So, there appeared factories, a lot of new buildings and bridges, development of shipping and railway stations started. One of the main industries became sugar industry. Also, the paper shows the development of different parts of Kyiv, which became bigger, because of the industrial development and growth of population of the city.

**Key words:** Kyiv, trade, Contract Fair, factories, railways, shipping.

## КИЇВ ЯК ТОРГОВИЙ І ПРОМИСЛОВИЙ ЦЕНТР У ПЕРШІЙ ПОЛОВИНІ XIX СТ.

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**Анотація.** З 1797 р. й до середини XIX ст. Київ був великим торговим центром, переважно завдяки «Контрактовому ярмарку», який відвідували купці з різних міст Російської імперії та деяких європейських країн. Завдяки ярмарку Поділ став однією з найбагатших частин міста, адже протягом його існування туди звідусіль звозили товари на великі суми. Окрім того, у першій половині XIX ст. почався розвиток промисловості, що позитивно вплинуло на розвиток міста. Так, у Києві почали з'являтися заводи, будуватися нові будинки й мости, почався розвиток пароплавства й залізниць. Однією з найважливіших на той час стала цукрова промисловість. Загалом розвиток торгівлі й промисловості чинив позитивний вплив на збільшення чисельності населення Києва, унаслідок чого з'явилися нові частини міста.

**Ключові слова:** Київ, торгівля, Контрактовий ярмарок, фабрики, залізниця, пароплавство.

## KIJÓW – OŚRODEK HANDLOWY I PRZEMYSŁOWY W PIERWSZEJ POŁOWIE XIX W.

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**Adnotacja.** Od roku 1797 do połowy XIX w. Kijów był dużym ośrodkiem handlowym. Głównie dzięki „Jarmarkowi Kontrakowemu”, który odwiedzali kupcy z różnych miast Imperium Rosyjskiego i niektórych krajów europejskich. Dzięki jarmarkowi Podół stał się jedną z najbogatszych części miasta, ponieważ w trakcie jego istnienia zwożono tam zewsząd towary o dużych kwotach. Ponadto w pierwszej połowie XIX w. zaczął się rozwój przemysłu, co pozytywnie wpłynęło na rozwój miasta. Tak więc w Kijowie zaczęły pojawiać się fabryki, budowano nowe domy i mosty, rozpoczął się rozwój żeglugi parowej i kolei. Jednym z najważniejszych w tym czasie był przemysł cukrowniczy. Generalnie, rozwój handlu i przemysłu miał pozytywny wpływ na wzrost liczby ludności Kijowa, w wyniku czego pojawiły się nowe części miasta.

**Słowa kluczowe:** Kijów, handel, Jarmark Kontrakowy, fabryki, koleje, żegluga parowa.

**Introduction.** In the first half of the 19<sup>th</sup> century Kyiv started its development as a trade and industrial center. So, lately, it became one of the most richest and biggest cities in the Russian Empire. With the development of industry and building new factories and plants, Kyiv became bigger and bigger, as people from nearest villages wanted to live there. So, there appeared new parts of the city, such as Lybid, Syrets and Pryorka. The paper shows how Kyiv became one of the most developed cities in the Russian Empire till the 1860s.

In 1797 the big Fair was postponed from Dubno to Kyiv. That Fair took place once a year in January and was called “Contract”. It used to begin in the first dates of January and ended in the early February (Serdiukova, 1896: 364). A lot of merchants came to that Fair from different cities of Russian Empire. For the trade contracts on Podil (one of the parts of Kyiv) was built the Contract House (Shcherbyna, 1926: 15).

**Main part.** Since then, Kyiv became a very important trade center, and Podil became the best and the richest part of the city (Levytsky, 1891: 1). For example, in 1799 there were 203 stores on Podil, but in the same time on Prchersk (the other part of Kyiv) there were just 158 stores (Horlenko, 1885: 587).

Later, in 1840s, there were house of contract halls, storages with glass and Maltsev’s crystal on Podil. Storage with Maltsev’s crystal was located on the Dnipro embankment. Also, on Podil there was located one of the richest stores in the city – the store of the merchant Barsky (Odessa in 1794–1894, 1894: 73–77).

Firstly, Contract Fair existed just for concluding agreements and business contracts between landowners and merchants. They agreed to lease or pledge estates, paid debts, took new loans from private bankers, made payments for the loan, signed conditions for hiring estate managers, managers of industrial enterprises, surveyor workers, medics, etc. But, in time, Contract Fair lost its first meaning and became an ordinary, but large Fair, where Kyiv burghers and craftsmen started to sell their products. The total number of people, who visited Contract Fair in different years, was from 10,000 to 15,000 (Hurzhij, 1962: 105).

Since 1817 contract agreements were concluded in the new Contract House. Primary the agreements concerned the grain trade, but since 1860 they started to concern sugar trade, because the main grain trade was postponed to Odessa.

On the Contract Fair everyone could buy various goods with high quality, such as shoes, clothes, shawls, scarves, hats, watches, haberdashery, weapons, tobacco, paintings, books, icons, porcelain, etc. Besides, in the Contract House itself there were located the most prestigious stores.

In different years the Contract Fair visited guests from European countries, as well as from different cities and towns of the Russian Empire. So, there were tradesmen from Austria, Bavaria, Great Britain, Denmark, Italy, Greece, Prussia, Saxony, Sweden. Since 1830s on the Contract Fair appeared a lot of Russian merchants and noblemen. To raise the cultural level of the Fair, during its holding, there were organized different entertainment activities, such as theatrical performances. So, in 1848 Kyiv visited Italian opera, in 1843 there toured ballet of Madrid. During the Fair also toured famous musicians and singers, like violinist Karol Lipinsky, singer Angelica Katalani, pianist Ferenz List and many others. Celebrities gave their concerts in the big hall of the Contract House. During the Fair in that hall took place receptions, balls, masquerades, lotteries, charity evenings, etc.

The greatest blossom of the Contact Fair was in 1830s – 1840s. After that started its slow degradation. There were several reasons of that process. First of all, because of the Crimean War. Secondly, development of the railway stations and financial organizations, so the Contract Fair became unnecessary.

During 1843–1849 the total cost of goods was 5.988.000 rubles. In the late 1840s – early 1850s cost of goods, which were brought to the Kyiv Contract Fair was less than 1.000.000 rubles. In those years people could buy there woolen, silk and cotton fabrics, jewelry, haberdashery, fashion items, clothing, groceries, household items, books, music sheets, paintings, tools, porcelain, earthenware and crystal products, glass, silver, bronze, metal, linen and hemp products, blankets, etc.

For their purposes the Contract Fair was used by bank officers, who brought there a lot of cash in order to provide and pay loans at high rates, provide money for promissory notes, payments on promissory notes, etc (Hurzhij, 1962: 106–107).

In the second half of the 18<sup>th</sup> century the legislation of the Russian Empire allowed citizens, including burghers, establish factories and plants. In the early 19<sup>th</sup> century that right has been confirmed by a number of government

decrees. In 1820s there appeared legislation that allowed the burghers, under certain conditions, to become owners of industrial facilities. In 1824 there was introduced the concept of «trading burghers», who received the right to own small domestic establishments with the number of employees less than eight people (Koshman, 2008: 221–222).

In Kyiv, several manufacturing enterprises appeared in 1620s. The most developed among them was distilling. In the 1660s the enterprises of that branch were located in Kurenivka and Pryorka, where there were 62 of them. Also such enterprises were located in Syrets, in the number of 29, and within the Khreschatyk Valley, where there were 14 of them. In the same time, there were several private silk factories in the city (Hurzhij I., Hurzhij O., 2013: 182).

In the early 19<sup>th</sup> century, Kyiv-Mezhyhirya faience factory was opened. Products produced there either were sold both directly at the factory and to Kyiv shops or they were transported to various cities of the Empire and even abroad. However, the factory did not last long. In 1810 a fire broke out, destroying almost all its buildings and machines. Since then, production has declined significantly and has not returned to previous levels. Thus, if in 1806 the company received a profit of 85,000 rubles, then in 1813 it received 58,000 rubles, and in 1856 it received 22,000 rubles. (Hurzhij I., Hurzhij O., 2013: 182–183).

In the first half of the 19<sup>th</sup> century, in Kyiv there were eleven brick factories, two of which were state owned, one factory was owned by monastery and eight ones were private. Products manufactured at these plants provided only the needs of Kyivans (Hurzhij I., Hurzhij O., 2013: 184).

The active development of industry took place in the cities of the Russian Empire in the 1830s and 1940s, when various industrial establishments appeared in places permitted for construction by the city authorities and on lands that belonged to them.

In the 1840s and 1850s, in various cities of the Russian Empire, the burghers were the owners of mostly such factories and plants engaged in metalworking, making musical instruments, furniture, and carriages. However, most of the owners of industrial establishments in county towns were from the peasantry. Almost all industrial institutions, owned by the burghers, were located in Moscow. Thus, in 1845, 140 persons among all the owners of industrial enterprises in Moscow were natives of the bourgeoisie (Koshman, 2008: 225).

The burgher factories were small manufactures, where the owner himself often worked. In this they were significantly inferior to merchants. For example, in the crew factories of burghers, where 10–16 workers worked, goods worth 6.000 to 15,000 rubles were produced per year, whereas in the same factories, owned by merchants, products worth up to 120.000 rubles were produced per year (Koshman, 2008: 225).

In 1845 there were 59 plants, 14 factories, six jam factories and a candle factory in Kyiv. The most prominent among them were: two dyeing, two tobacco factories, a tool factory and a hat factory. These plants and factories employed 820 workers who manufactured products worth 737,600 rubles (Ikonnikov, 1904: 202–203).

It should be noted that by the middle of the 19<sup>th</sup> century plants and factories have changed a little since the beginning of the century. Thus, in the early 19<sup>th</sup> century the Medical surgical academy was illuminated by torch. After the fire that happened there in 1803, candles in lanterns were put into use, and later oil lamps were lit. During the evening classes there were used grease candles (Ikonnikov, 1904: 202–203).

The sebaceous candle factory was founded in 1811, and in 1840 it was moved to the Lybid part of Kyiv. Another similar plant was founded by the merchant Bubnov in 1844 (Ikonnikov, 1904: 202–203).

Factories of copper, iron and cast iron products belonged to Degeriov brothers and were located in the Ploske part of the city. In 1842 a chemical plant of the scientist-pharmacist Seget was founded in the Lybid part. Around 1807, a leather factory that belonged to the foreigner Lange, appeared in Kurenivka. In 1837 the plant became the property of the Orel merchant Serebrennikov, who significantly expanded it (Ikonnikov, 1904: 202–203).

In general, in the middle of the 19<sup>th</sup> century in Kyiv there were 73 industrial enterprises, which employed up to 7,000 people and manufactured products worth about 2.300.000 rubles. That gave Russian journalists an opportunity to say that Kyiv was one of the most industrialized cities in the Russian Empire (Hurzhij I., Hurzhij O., 2013: 185).

The sugar industry in Ukraine started its development in the 1820s. During 1842–1847, the number of sugar factories on the territory of Ukraine increased from 67 to 144. The greatest development of the sugar industry was achieved in the Kyiv province, where in 1861 more than 60% of sugar from all provinces on the territory of Ukraine was produced (Hurzhij, 1962: 30–31).

However, the sugar industry in Kyiv itself was underdeveloped. In particular, in 1846 both brothers Yakhnenko and brothers Symyrenko bought estates from the inhabitants of Kurenivka, who lived near the river Syrets. They also bought from the landowner Pongovsky on the river Teteriv 2.400 desiatynas of a forest (estimatly, from 8.639 to 9.719 acres) to harvest timber and firewood for the future sugar factory. For a long time they were not given a building permit, although the brothers diligently collected various certificates for several years and wrote appeals to the Kyiv city authorities (Memories, 1896: 259).

We learn about the founding of the Yakhnenko and Symyrenko refinery from memoirs published on the pages of “Kyiv Antiquity” journal. In particular, we find the following information: “Encouraged by the success of their Tashlyk plant, the already enterprising brothers Yakhnenko and brothers Symyrenko did not waste time without saving on costs, they planned to build a refinery in Kyiv before the construction of the Horodyshche plant was the most suitable for such a plant. Estates were already bought from the residents of Kurenivka on the Syrets River for a place for a factory, a brick factory was built in Vyshhorod, and 2.400 desiatynas of forest were bought from the landowner Pnhovsky on the Teteriv River for building timber and firewood. Almost untouched timber with age-old pines, on the border of which, on the one hand, flowed a solid river, only 80 verst (85.344 meters) from Kyiv, was bought for eternity at one ruble per tithe”. “Such cheapness may seem unbelievable now, but it is a fact. Such facts may

seem another improbability now”. The brothers Yakhnenko and brothers Symyrenko desperately needed this piece of wasteland, a former “monastic pond”; it was located in the center of the estates bought for the plant and, as the Syrets stream flowed into it, it was planned to arrange a pool to accumulate water in the amount needed for the refinery, as the stream flowing there dried up in summer. The sugar industry was, if not the main, then one of the main reasons for the true greatness of Kyiv. “The huge capitals that are now circulating in the trade and industry of Kyiv, created, no matter what they say, exclusively by the sugar industry” (Memories, 1896: 259–260).

Yakhnenko and Symyrenko managed to open a sugar factory in Kyiv only in the late 1850s and early 1860s. Already in the 1860s, it was considered exemplary, and the money supply reached enormous proportions. However, the lack of proper accounting and too luxurious life of some family members led to the liquidation of the factory, which was replaced by the enterprise of the first Kyiv sugar manufacturer Moses Weinstein (Pataleev, 2013: 25).

It was very difficult to work in the plants and factories of that time, because the working day lasted 13–15 hours, and you had to work either manually or on primitive types of equipment. For example, the workers of the Degeriov leather factory and the workers of the metalworking plant had to work from 4 am until 8 pm in the summer and from 6 am until 9 pm in the winter. At the Kyiv-Mezhyhrya faience factory the mode of work was stable and lasted from 5 am to 8 pm (Hurzhij I., Hurzhij O., 2013: 186).

In the 1850s, the emergence of enterprises based on the processing of agricultural raw materials that became a feature of Kyiv. Among them, steam and roll mills, built in 1854 by the Kyiv Trade Flour and Mill, became important (Hurzhij I., Hurzhij O., 2013: 185).

The development of transport in Kyiv is evidenced by the establishment in 1835 of the “Office of the first institution of stagecoaches and transport”, located in Podil, in the former house of Viyt (City Mayor). The directions, in which the stagecoaches traveled were as follows: 1) Kyiv–Moscow, via Nizhyn, Hlukhiv, Sivs’k, Orel and Tula. Moving cost was from 75 to 125 rubles, depending on the places (the closest to the driver were the most expensive, and the farthest were the cheapest); 2) Kyiv–St. Petersburg (cost ranged from 215 to 125 rubles.). Stagecoaches were sent twice a week (Merder, 1903: 134).

An important event for the development of transport in the city was the grand opening of the Chain Bridge, which took place on October 10, 1853. Here is how M. Leskov remembers this event: “In the evening, on the eve of the opening, many Kyivans went for a walk and talked about the upcoming celebrations. On the day of the opening, many people stood all along the Dnipro River, because from there you could see the Chain Bridge, which connected Kyiv with the Chernihiv side of the Dnipro. Many Kyivans tried to squeeze in and stand along the bridge itself, but since there were mostly soldiers, there were very few of them. Crowds of people stretched from Vydubychi Monastery and Askold's Tomb to the terraces adjacent to St. Michael's Monastery. On that day, it seemed that the entire population of Kyiv had climbed the hills, which allowed thieves to plunder other people's property without hindrance. Some people, in order to take the best seats, came very early, stocking up on food. Someone climbed the trees at all, and the bravest stood on the sandy ledges of the cliffs, slowly descending” (Leskov, 1883: 500–506).

In the late 1850s, the construction of railways began, which improved the connection of Kyiv with other cities of the Russian Empire. In 1859 Kursk–Kyiv connection was established, which passed through Moscow (Hurzhij I., Hurzhij O., 2013: 154).

The development of shipping started in Kyiv in the early 19<sup>th</sup> century. Thus, as early as 1823, the first Dnipro steamer was built, intended only for towing the barge, which belonged to Prince Mykhailo Vorontsov. However, this was not yet a full-fledged development of this industry, as we learn from eyewitnesses: “There were two terrible ships in Kyiv from the early 1930s, called steamships, farther from Rzhyshev, which did not seem to go and transport stones from there to Kyiv. These strange steamships belonged to a still barren company, which, however, thanks to the privilege, granted to it, slowed down the development of shipping on the Dnipro for more than 20 years. But as soon as this unfortunate privilege ended, almost on the second day the brothers Yakhnenko and brothers Symyrenko launched an iron steamer built in their workshop on the Dnipro, and on the Dnipro the first iron steamer was their “Ukrainian”. It turned out to be a good worker, having worked tirelessly for 32 years. And in the development of shipping on the Dnipro brothers Yakhnenko and brothers Symyrenko were the initiators, and now the development reached enormous proportions” (Memories, 1896: 262).

The first steamship company appeared in the city only in 1835, although it was small because it had only two steamships. Despite this, the steamship company worked for ten years and was engaged in the transportation of stone for the construction of the Kyiv Fortress and Brovars’ky Highway. In general, all steamships that existed in Kyiv in the 1840s and 1850s belonged to the wealthiest sections of the population, such as landowners and generals (Kovalynsky, 2008: 89–90).

In 1858 a joint-stock company “Shipping Company on the Dnipro and its tributaries” was established, which was engaged in towing ships and transporting passengers. Initially, it was engaged in the maintenance of freight and passenger flights only in the upper and middle sections of the Dnipro between Mohyliv, Kyiv and Kremenchuk, but later expanded to traffic throughout the river (Kovalynsky, 2008: 90–120).

In 1860, almost 4,000 ships and 4,700 rafts with cargo sailed across the Dnipro within the Kyiv province. In 1861, Kyiv already had its own ports located in Podil, which were actively used by visitors to fairs (Serdiukova, p. 363). At the same time, the first steamer “Swallow”, owned by General Mal’tsev, appeared on the Dnipro. The appearance of this steamer caused a sensation in the city, because it was possible to arrange a walk while sailing from Podil to the Kytayiv Poustinia (Pataleev, 2013: 26; Hurzhij I., Hurzhij O., 2013: 153).

The development of shipping contributed to the settlement of Trukhaniv Island, which until 1857 was used exclusively as city hayfields, and later began to be leased to newly established enterprises (Kovalynsky, 2008: 17).

The construction of highways within the country and the further development of shipping contributed to the emergence of new industries, among which the metalworking stood out. It was there that steam engines, iron, copper and cast iron products were made (Hurzhij I., Hurzhij O., 2013: 185).

Back in the middle of the 19<sup>th</sup> century entertainment establishments on the banks of the Dnipro appeared in Kyiv. In early May 1865, Ivan Sukhota, a citizen of Kyiv, opened a “buffet” across the Dnipro, for which he rented the building of a former sawmill. However, Sukhota did not manage to work long in this case, because on May 19 the police closed the institution, guided by the resolution of the provincial government of May 4 on the closure of drinking establishments on the left bank of the Dnipro (Kovalynsky, 2008: 18–19).

**Conclusions.** In conclusion, in the first half of the 19<sup>th</sup> century Kyiv became one of the largest centers of trade and industry in the Russian Empire. Since 1799 till 1850s there the big Fair “Contract Fair” took place, which in various years was visited by merchants from different cities of the Empire and from some European countries. Also, since 1840s there appeared factories and plants, development of railways and shipping started in the city.

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