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SUBURBAN VILLAGE KHATAS AND PROBLEMS OF SEASONAL AGGLOMERATION OF YAKUTSK AND NIZHNY BESTYAKH

In Eastern Siberia, there are large, developed urban agglomerations (cities and suburban settlements), which have developed almost traditional forms of relationship, both at the level of legal, economic space, and at the level of everyday, ordinary, common perception of the "relationship" of the two cities, suburbs. In the North-East of Russia, where there are special climatic and natural conditions, we assume the existence of certain forms of urban agglomerations – seasonal. This article is an attempt to identify the hypothesis of the existence of a "seasonal urban agglomeration" in the Republic of Sakha (Yakutia). The author relies on the features of the "interaction" of the capital Yakutsk and suburban Nizhny Bestyakh.

Keywords: seasonal urban agglomeration, Yakutiya, Yakutsk, Nizhny Bestyakh.

The capital city of Yakutsk and nearby cities, towns and villages stand out from the general panorama of the historical development of cities in the North-East of Russia. Yakutsk is the core of the political, economic, cultural and social attraction of the region. One of the features of the emerging urban agglomeration of Yakutsk and Nizhny Bestyakh is the natural factor—the climate and the presence of the Lena river. These two main factors make it possible, firstly, to assert the existence of a seasonal urban agglomeration,

and, secondly, form a promising scientific ground for researchers of the problems of history, urbanism, modern social and cultural anthropology.

In the summer between the city of Yakutsk and Nizhny Bestyakh there are several crossings operating from May to November inclusive. In summer, the connection between Nizhny Bestyakh and the city of Yakutsk is carried out through ferries, river trams, private water taxis. In the summer you can cross the river by car (cargo, passenger) at several points: the area Kagalassky Cape (Yakutsk – s. Sottintsy); Zhatay (Yakutsk – Nizhny Bestyakh, mainly cargo transport); the area Darklyakh (Yakutsk – Nizhny Bestyakh, all types of transport); s. Mokhsogolloh – s. Kachikatsy (villages are located in Khangalassky ulus, 100 km from Yakutsk, s. Kachikatsy is 102 km from Nizhny Bestyakh).

If these crossings are ferry and berths for small motorboats and boats, then a special place is occupied by the crossing of Hatass and Nizhny Bestyakh. Winter time and off-season dictate their rules in the economic relations of Yakutsk and Nizhny Bestyakh. During the freezing period (October–November) the icebreaker works. In the short period when the icebreaker stops breaking the ice, and the crossing has not opened yet, residents of the two cities cross the river only on foot. One of the first points where the ice crossing between the two cities opens is the suburban village of Hatas.

The village is located in the urban district of Yakutsk, at a distance to the south of 3 km with a population of 5000 people. The main production forces in the village are pig farming (Khatas pig complex), dairy cattle breeding, mainly private farms, potato and vegetable farming. Also, the village is a crossroads, where the official ice crossing Yakutsk – Nizhny Bestyakh takes place. During the off-season crossing Khatass–Nizhny Bestyakh becomes a point of concentration of the Republican and municipal authorities, law enforcement agencies, individual entrepreneurs from both banks, ordinary citizens of all Yakutia from the right bank and left bank of the Lena river.

The existence of the Khatass and Nizhni Bestyakh crossings is based on several factors, among which the fundamental ones are natural (geographical and climatic). First, the width and distance of the crossing (10–15 km) means that the two settlements are almost opposite each other. An important factor is the presence of large islands, the channel between which freezes faster than the riverbed of the Lena river. Islands are also a problem for transport, playing the role of natural barriers. Almost until mid–November the main channel of the river is used by ferries from Yakutsk, the path for which is laid by icebreakers.

In-depth interviewing inhabitants of the village of Khatass talk about the tense situation that exists in the off-season. At a time when the ferry crossing becomes extremely expensive in financial terms, difficult in terms of finding taxi drivers who are ready to cross to the other side in a large, "endless, tense queue, where there is complete lawlessness" [Field materials, S. Khatass, 2019] the inhabitant uses the services of "IRBIS" (air cushion ship). "IRBIS" begins to go from the end of October, "when there is an ice-run, that's when the tough: a couple of desperate airbags continue to work, there are kilometer queues to them, jostling, panic, screams as on the Titanic exactly! People tear children away each other to pass without waiting in line. Men are not allowed at all. On the third day, the wild men make a leap-capture the ship, throw out all the women and children by force! Then, fights among those men who had been standing unsuccessfully in waiting lists for 3-4 days and newcomers - new men, who protected children and women [and passed on vessel with air cushion] often occur. Then, three days later, the newcomers become wild and everything starts again" [Field materials, Khatass, 2019]. The situation is mirrored in the spring "when there is ice-run, people do not walk". When the river is not covered with ice, boats go on it, when the whole river is shackled by ice, hovercrafts go on it. But, when the river is covered with ice partially, not completely-only in the middle of the riverbed, and at the coast at this time the currents increase, which carry the fallen blocks and pieces of ice away, then almost no ship goes on the river. In these 3-4 days people are ready to pay any money to the one who will agree to transfer them to other bank. And there are always daring loners willing to take risks. Almost all attempts to cross the river at this time lead to damage of the engine or ship hull" [Field materials, Baishev]. The cost of crossing in the off-season on the "IRBIS" varies from 2000 to 3000 rubles. For comparison, we give an example of prices for the ferry Yakutsk-Nizhny Bestyakh in 2019, where "the average cost of one ton of cargo will be 340 rubles." [...].

It should be noted that there are no specific data that fully disclose the cargo turnover at the ferry. However, the impact of the ferry is felt in the shops of Yakutsk, where during the off-season they face problems with the supply of dairy products, vegetables (primarily fruits), medicines.

To sum up, we highlight two points at the end of this article. First: the urban agglomeration of Yakutsk and Nizhny Bestyakh at this stage of development can be defined as "seasonal", when the constant transport connection between the cities, the basis of all urban agglomerations of Russia is

lost completely for two or three days because of the climatic and natural features of the region during the off-season. Second, during the crisis time of lack of crossing in the off-season (spring and autumn) a point of concentration of transport links between the two cities is Khatassy. The presence of such a "crisis point" exacerbates the social side of the existing form of urban agglomeration of Yakutsk and Nizhny Bestyakh.

Sources

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