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## THE ROLE OF CARAVAN ROADS IN THE DEVELOPMENT OF TRADE

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## РОЛЬ КАРАВАННЫХ ПУТЕЙ В РАЗВИТИИ ТОРГОВЛИ

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*Abstract.* The article describes caravan routes and their division into groups and their role in trade relations, as well as the impact of trade development on cities and their infrastructure, based on archival documents and historical sources.

*Аннотация.* На основе архивных документов и исторических источников описаны караванные пути и их деление на группы и их роль в торговых отношениях, а также влияние развития торговли на города и их инфраструктуру.

*Keywords:* Great Silk Road, caravan, Uzbekistan.

*Ключевые слова:* Великий шелковый путь, караван, Узбекистан.

It is known from history that Central Asia and the Emirate of Bukhara have long been one of the components of the world trade routes and have contributed their share to the world trade culture. A vivid example of this is the passage of the Great Silk Road through Central Asia, including the territory of the Bukhara Emirate, which connected the peoples of the ancient East, West, North and South countries. A clear example of this is that this road passes through the territory of the Bukhara Emirate, that is, the regions of Samarkand, Bukhara, Kashkadarya, and Surkhandarya of today's Uzbekistan. This trade route played an important role in the establishment of diplomatic, economic and cultural relations between the peoples living in the region and other peoples of the world. A system of roads serving internal and external economic-cultural relations was formed in Central Asia during the Eneolithic and Bronze Age [1].

The main communication routes in the region are mainly mountain passes, river valleys, steppes and deserts. As a result, the ideas of our ancient ancestors about the nature and geographical situation and location of the region, as well as about the neighboring countries, expanded. This practical knowledge, in turn, was the basis for the formation of local, regional and transregional communication routes. In this article, the importance of caravan routes in the economic life of the population was highlighted with scientific conclusions, using the methods of historicity, chronological sequence, and comparative analysis.

The first group of these oldest roads included the roads of local significance, which first of all connected the settled agricultural centers with cultivated land areas, hunting areas, places with raw material reserves, water sources, etc.; to ensure interaction of spaces belonging to a single culture; served to manage the movement in the direction of village-pasture-village, which occupied an important place in the economy of cattle-breeding tribes.

The second group of roads of regional importance served primarily to ensure the mutual relations of different cultures belonging to the Eneolithic and Bronze Age in Central Asia. The directions of these multi-sectoral roads, which played an important role in the internal economic and cultural development of the region, expanded in accordance with the development of the settled oases of Central Asia. Along the regional communication routes, various structures and related infrastructures under the control of local tribes and peoples will be formed, and the first vehicles and means of transport will be used.

The third group of the oldest roads are the roads of transregional importance. The availability of metal and non-metallic mineral resources and other raw material reserves in various regions of Central Asia and the great demand for them in the countries of the Ancient East, i.e. economic factors, led to the emergence of road routes of transit importance in the region. It is the most important part of the system of transit roads and communication routes that connect Central Asia through India, Iran and Mesopotamia to Old Asia, Egypt, Eastern Turkestan and China, and through the steppes in the north of the region to Siberia and the Ural region. The emergence of centers of civilization, first of all, the formation of the first urban culture, and later, the development of the processes of statehood, was important.

The trade routes passing through the territory of the Bukhara Emirate have led not only to the economic relations of the people living in this area, but also to the expansion of the trade relations of this region with other regions of the world. In the system of trade routes of the early Iron Age of Central Asia, the roads connecting Marghiyan with the territory of Ancient Bactria, in the present-day Surkhan oasis and Southern Tajikistan, the settlements of this period were mainly located along several agricultural oases on the rivers and their tributaries, each the farming oasis had fortified ramparts and forts centered around a large urban-type space. Tillatepa, Maymana, Davlatabad, Shibirgan and Okcha places of the early Iron Age in these regions were considered an important intermediate point of this communication route. The road from Northern Afghanistan passed through the Chochkaguzar and Shorab passes in the Amudarya to the Surkhan oasis and Southern Tajikistan [2].

The trade route connecting ancient Bukhara and Balkh was especially important during the period under study. This road led to the city of Termiz through Nasaf, Subah and Temir gates. Also, the trade route connecting Iran and Afghanistan with Samarkand, Tashkent, and Ferghana Valley has gained its place. In addition, the caravan route from the Shorab crossing in the Kelif area also split into two. The first one passes through the western regions of the Kohitang Mountains and the Nasaf steppe-desert roads, and the second one passes through Shorab and Oqrabot, Yakkabog, through Jom and Takhtiqoracha [3].

According to researchers, trade routes from Kesh to Nasaf, from Nasaf to Bukhara, and from Kesh to Samarkand were also important. Because medieval trading cities and settlements appeared around these roads [4].

In the formation and development of caravan routes, the role of not only cities and large villages located along those routes, but also bazaars, cisterns, caravanserais, bridges and other structures that appeared in the area was important. Caravan routes not only led to the development of the economy, but also improved the social condition of the people living along the trade routes. For example, in the 15th and 17th centuries, the cities of Shahrizabz, Karshi, Guzor, Bukhara, Termiz, Sherabad, located in the territory of the Bukhara emirate, were stimulated. This is evidenced by written sources of the late 19th and early 20th centuries. European and Russian tourists, ambassadors, scientists, soldiers who were in the territory of Bukhara Emirate wrote about that period in their memories.

Transit trade routes of the late 19th and early 20th centuries can be divided into several groups depending on their importance and size:

1. Transit roads connecting the area with neighboring areas;
2. Transit roads connecting major cities of the region;
3. Transit roads connecting cities with villages and mines;
4. Transit roads connecting villages.

In the Middle Ages, transit trade caravan routes passed through the studied area. However, by the 19th century, some of these roads lost their importance. The roads connecting the Surkhan oasis with Bukhara on the one hand, and with Afghanistan's Kabul, Herat and India on the other have not lost their importance. Only new caravanserais appeared on these roads. Trade routes from Surkhan oasis to Bukhara were mainly in two directions. The first one starts from the shores of Amudarya and is connected through the cities of Kelif and Kerki in present-day Turkmenistan, and the second one is connected through the Iron Gate, Oqrabot, Guzor and Karshi. The first road was used mainly in the winter season, while the second one was used in the summer season [2].

Also, another transit trade route connected the Surkhan oasis with Samarkand, Tashkent, and Ferghana, and on the other hand with the cities of Afghanistan and Iran. This trade route was especially important in the XVII-XIX centuries. The shortest caravan route connecting the Surkhan oasis with Samarkand is the Termiz-Samarkand route, passing through the Takhti Karacha pass. This caravan route was renovated by the Russian government at the beginning of the 20th century and served as the Samarkand-Termiz postal route [5].

The caravan route connecting the Surkhan oasis through Shahrisabz passed through Guzor. Caravans going from Afghanistan to Samarkand mainly passed through Kabul, Termiz, Guzor, Shahrisabz, Samarkand [6].

In the 18th-20th centuries, the social and economic life of the Emirate of Bukhara, in its relations with the Central Asian khanates and other countries, has an important role in internal and external trade. Trade routes connecting cities and countries play an important role in this regard. Trade caravan routes are divided into two according to their importance. The first is international foreign trade caravan routes, and the second, internal trade caravan routes connecting the cities and villages of the country [7].

The political situation in the studied years had a negative impact not only on the social life of the population, but also on the economy, including the development of trade. In particular, the hostile relations between Balkh and Bukhara clearly indicated that the development of trade had slowed down. Even in the Surkhan oasis itself, the traffic of caravans slowed down on the trade routes between Termiz and Sherabad. The wars of conquest carried out by the Bukhara rulers against the eastern regions also had a negative impact on the development of trade. There were almost no connections between the eastern and western regions of the Bukhara Emirate. This situation was evident in the slowing down of the trade relations of the Bukhara Bekliks with the neighboring Kokan and Khiva [8].

The policy of centralization carried out during the reign of the Mangites had an effect on the normalization of the economy and the revival of trade. In this period, Western Bukhara, especially Bukhara, is the capital of Eastern Bukhara. Samarkand, We can know from the movement of trade routes that trade relations with cities such as Karshi and Shahrisabz were revived. The most important thing for trade is the condition of the roads and the abundance of the trade market. Indeed, trade caravans from many countries of the world brought goods to Western Bukhara, especially Bukhara and Samarkand, and the demand for handicraft products made by the artisans of these cities directed the movement of oasis merchants in this direction. One of the criteria that shows the development of the economy of any country is its external and domestic trade with the countries of the world. The development of trade largely depended on the safety and security of the caravan routes. Internal trade routes have their own structure, divided into land caravan routes and waterways according to their characteristics, In the 18th - 20th centuries, the main

part of the land trade routes connecting with the center of the Bukhara Emirate passed through the plain, and a small part passed through the sand. In trade relations, carts are considered the main means of transport, Two-wheeled carts were mainly used on the carriage roads of Central Asia . *a cart of this type* could be loaded up to 30 pounds (480 kg) on straight roads [9].

Umbrella carts were used on the roads passing through the Surkhan oasis . such carts were distinguished by the size of their wheels. Chariots are horse-drawn carriages, camel cart ox cart, mule cart the donkey was called a cart. On the trade routes between the Central Asian khanates, horses and camels replaced working animals as transport. in some cases mules and donkeys were also used. Usually, each horse tied with a cane kajava, 8 pounds (128 kg) is loaded on it. The camels were one- and two-humped , camels with two scythes were used more. 18-20 poods for two-humped camels, 20-24 pounds of load was added to one-humped camels [10].

Ensuring security on the trade routes between the Khans , protecting trade caravans from pirate attacks, The elimination of robber groups is considered one of the most important measures of state importance. In sources, the following posts are installed along the Termiz-Samarkand route: Termiz-Angor 2.5 stones, Shahabad 1, 5 stones. Sherabad 1 stone, Laylagon 3 stones, Sayrob 3 stones, Shorob 3 stones, Chak-chak 4/1 stone, Oqrabot 1, 5 stones, Chashmai hofizon 2, 5 stones, Tangi Khoram 3 stones, Join 3.5 stone, Kaltaminor is 3.5 stones, Yortepa is 5 stones. Between Kaltaminor and Yortepa road, a kubitka was built for the soldiers standing on the post. 2.5 stones from Yortepa to Karabog, Chirakchi 2 stones, Shahrisabz 3 stones, Book 1 stone, hot 1 stone, Survivor 1.5 stone, Karatepa 1.5 stones, Samarkand 3 stones, In the direction of Hisar-Samarkand: Hisar-Regar 4 stones, Sariosia 2 stones, Yurchi 1 stone, Denov 1 stone, Mirshodi 4 stones, Sarikamish 4 stones, Yaumchi-Rabot 2 stones, Darband 2 stones thus posts were set up to Samarkand [11].

The task of the soldiers at the post established in the territory of the Surkhan oasis was to protect the caravans traveling on the oasis roads from the attacks of nomadic Turkmen pirates. Boysun in the trade relations of the oasis with the West Bukhara provinces, Darband, The cities of Sherabad and Termiz gained importance. Afghanistan of neighboring Bekliks of Surkhan Oasis and Western Bukhara Bekliks. The most convenient trade route with India was through the mountain ranges of Hisar. In particular, there are roads passing through the southwestern part, mainly passed through the cities of Boysun and Darband. This road, which has been formed since ancient times, has not lost its importance even in this period. The four roads passing through the Hisar ridge are also important. Two of these roads passed through the upper and lower parts of the oasis, through the Bobotog and Hisar mountain ranges, and two went to Samarkand through the Kohitang mountain. The first road starts from the Qabadiyan crossing of Amudarya, Okmachit, Turkhor, Hisar, Monday, Hushory, Kshtut, in Varzikan, to Samarkand via Panjakent. This is the way 498 km organized.

The second way is Salavat from Pattakesar pass. Jarkurgan, Barley, Kumkurgan, Denov, like a rock Pasrud, Surkhob, Kshtut, Vorzikandi, to Samarkand via Panjikent. This road was 480 km long.

The third way is through Chochkaguzar pass, Beshkoton, Sherabad, Lailagon, Darband, Caltaminor, necklace, Shahrisabz, To Samarkand via Amonkoton. Distance 310 km.

The fourth road - from Kelif to Khojakishlaq, see Abdullah Khanrabot, Beshbulok, Guzor, against arabband, Jam, Saripul, To Samarkand through Torariq. This road is more than 350 km [12].

In addition to these roads, there were also a number of roads connecting the Surkhan oasis with the neighboring hills. These are Shahrisabz-Samand village-Tashkurgan village-Sarim health-Sangardak village-Dahana-Yurchi city-Denov city distance 179, 1 km (169 versts); Shahrisabz-Chimkurgan village-Yakkabog-Tashkurgan-Bogcha village-Saridog village-Yurchi city distance 261.8 km (26 stones); Shahrisabz-Chimkurgan village-Yortepa-Kaltaminor-Karahavol-Oqrabot-Darband city distance 135.6 km (128 versts); The distance between Guzor-Koshelish village-Tangikhoram village-Chashmaihofizon village-Oqrabot village-Darband city is 112.3 km (106

versts); Qabadion-Boshchorbog village-Chigatoy well-Kakaydi village-Kontogai-Gubchak spring-Kolkamish-Kofrun- Boysun city distance 181.2 km (171 versts); Denov-Yurchi-Sarijoi-Dashnovot village-Regar city Karatog-Hisar distance 110.2 km (104 versts) [13]. These roads played an important role in the internal trade relations of Bukhara Emirate.

It is known that trade relations have been established on the territory of Uzbekistan since ancient times, and the peoples of the region have not only internal trade relations with each other, but also trade relations with countries in the East and West. In historical literature, the ancient roads called Lojuvard road, Golden road, Silver road, Dasht road, Shah road and other names played an important role in the economic and cultural relations of the countries of Central Asia and the Ancient East and in the system of inter-civilizational relations in general. Undoubtedly, the Great Silk Road played a special role in trade relations. According to E. K. Meyendorff, who visited Bukhara in the 19th century, since the time of Alexander the Great, the Great Silk Road from Bukhara to Kashgar through Samarkand, where the current caravans travel, was established [14].

The road from Kokan through Khojand and Oratepa to Jizzakh, Samarkand and Bukhara was also of great importance in regional relations. The caravan routes passing through the Surkhan oasis have a special place in the trade relations between Bukhara Emirate and the Eastern countries of Russia [15].

In conclusion, the study of trade routes of the Surkhan oasis in the middle of the 18th century - the beginning of the 20th century shows that it was divided into two types according to its importance during this period. The most important of them were transit trade routes. These roads connected the cities of Termiz and Bukhara, two important economic and strategic cities of Central Asia. These roads connected the studied area with India and Iran through the commercial cities of Afghanistan, Balkh, Herat, and Kabul. The importance of these caravan routes was not only important for the study area, but also for neighboring areas. Information about caravansary, cisterns, and bazaars located on the caravan routes is also worth attention. On the other hand, it is noteworthy that the internal trade routes that passed through the area under study were also important in their time. These inland roads connected regional cities with villages, artisans with urban merchants and raw material centers. All settlements of the studied area were covered by trade networks located on caravan routes. This, in turn, played an important role in the economic development of the studied area. Also, the caravan routes had a positive effect on the development of the cities located in the region. The cities of Denov, Termiz, Sherabad of the Surkhan oasis have become economically developed cities not only in the oasis, but also in the entire Bukhara Emirate. Cities are important not only for their bazaars, madrasahs, baths, teahouses and kitchens, but also for being important economic and cultural centers during the period under study.

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