



## STUDY OF THE HISTORY OF ROAD COMMUNICATIONS IN THE SOUTH ARAL SEA REGION

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### Annotation

This scientific article focuses on the role of caravan and waterways in the development of transport communications in the South Aral Sea region in the XIX century and the history of the study of road networks by scientists. The study of the history of road communications in the Southern Aral Sea region in the XIX - XX centuries is based on the works of European and local scientists, including the documents of scientific expeditions that conducted research at that time.

**Keywords:** Caravan routes, Amudarya, Aral Sea, A.I.Butakov, H.Vamberi, V.V.Bartold, S.Kamalov, and R.Kosbergenov.

Scientific research has been conducted by many researchers along the routes that traversed the Great Silk Road. Many tourists, traders, ambassadors, and researchers passed along the caravan routes and wrote down what they saw and knew about historical monuments.

The first written information about the rabbits in Usturt is given in the work of the Russian traveler P. I. Richkov in the XVIII century, published in 1762, "Topography of Orenburg to the obstetric description of the Orenburg province." It is noted that there are mosques, palaces and wells in Belewli.

A. I. Levshin in 1832 in his work "Description of the Kyrgyz-Kazakh or Kyrgyz Kaysak Ord i stepy" built a mosque and madrasa on the island of Belewli in the middle of Usturt, 64 m deep wrote about the existence of wells.

The Nikitin Expedition of 1892 and the Stukenberg Expedition of 1899 left information about the rabbits in Usturt.

German Vamberi is a famous 19th century Hungarian researcher who gave more information about Karakalpaks and Karakalpakstan. He was among the Karakalpaks in the 19th century and was a scientist who saw their conditions with his own eyes. His works contain information about the origin and ethnography of the Karakalpak population, including the state of communications.





Vamberi traveled from Khiva to Kungrad in June 1863. He travels from Khiya to Kungrad via the Amudarya and back to Khiva via the caravan route along the Old Urgench.

Information about Karakalpaks and Karakalpak lands Published by H.Vamberi *utesPuteshestvie po Sredney Azii* 2 (M., 1874), *"Ocherki Sredney Azii (dopolnenie k puteshestviyu po Sredney Azii) (M. 1868), "Istoriya Buxarı ili Transaksonii (Mavrennaxr) s drevneyshix vremen do nastoyachego". t.1-2. (Spb, 1873).*

Vamberi *"Ocherki Sredney Azii (dopolnenie k puteshestviyu po Sredney Azii)"* often travels from Kungrad to Khiva by caravan route, because it takes 18-20 days to swim upstream by boat across the river. .Therefore, the river carries heavy loads upwards by sea. The coast is reached by the following routes: 1) Through the Old Urgench, called the Summer Road, bypassing all the lakes and branches that flow from Oxus this summer passes. This is the longest way 56 fars. 2) Through his master, he walks along this road after the lakes freeze in winter, 40 farsakh in length. 3) On the right side of the axis is this roundabout and sandy, steppe steppe road [2. 119-132].

In the above-mentioned work of Vamberi, the following information is given about the caravan routes from Khiva to Kungrad: the road through the steppe leads to a small lake called the Horse Road. This was the first station 7 fars away from Kungrad. A bridge was built across the narrower side of the road, then the road was divided into two. This road leads to Orenburg along the Usturt, along a mountain called the Kazakh Yorga. The second road goes to Old Urgench [2. 135-136].

The waterway through the Amudarya and the Aral Sea played an important role in connecting the Khorezm region with the outside world. For centuries, the Amudarya and its tributaries, lakes and canals have been connected with the inner and outer world by ships and boats. After the founding of the Aral Military Flotilla in 1847, gunboats and sailing ships appeared.

AI Butakov, who led the Aral expedition in 1848-1849, conducted hydrographic research in the Aral Sea. Based on the materials collected by the expedition, a map of the Aral Sea was published. AI Butakov published several scientific articles as a result of his research on the Aral Sea coast. In 1853, AI Butakov published an article in the journal of the Russian Geographical Society *"Vestnik"* *"Information about the expedition to study the Aral Sea in 1848"*, an article *"Along the Aral Sea"* in the newspaper *"Turkestanskije Vedomosti"*.



The works and letters of A.I. Butakov are important sources about the nature of the Aral Sea region and historical events of the late XIX century.

After the conquest of Central Asia by Tsarist Russia, he began to organize many scientific expeditions to study its nature, underground and surface resources, and history. In 1873, several works were published by A.V. Kaulbars, who was involved in research work on the lower reaches of the Amudarya. A.V. Kaulbars's "Nizovya Amudari opisannie po sobstvennim issledovaniyam v 1873 g." In his book he gives a lot of information about the life, economy, culture and customs of the Karakalpak. This book provides information about the roads and transport of the population of Karakalpakstan, its types, carts.

According to Academician V.V. Barthold in his article "Wheel and Land Activities in Central Asia", the first Turkish term for a chariot was "ganli". According to Academician W. W. Barthold, "First of all, the nomadic peoples of Central Asia had chariots. He emphasizes the point made by Herodotus, that there was a chariot in the massagets. Mahmud Kashgari states that carts were used to transport goods in the castles. Rashidaddin believes that the carts were used to collect the captured loot. Abu al-'Azzi, on the other hand, attributes the name of Qali to the sound of the chariot's wheels." [1] 406].

On the internal and external road connections of Turkestan, in particular the lower reaches of the Amu Darya, the Khiva oasis, and the roads that provide connections with other countries, published in Tashkent in 1912, "Military Statistical Description of the Turkestan Military District. The book "Khivinsky district" provides detailed information.

The book "Caspian-Aral Railway in Economic Relations" provides detailed information on road conditions and transport in the lower reaches of the Amu Darya. For example, it says: Ship traffic in the Aral Sea has been running for 5 years. The last point is a settlement at the Aral Sea station, which appeared 6-7 years ago and is home to more than 100 households. There are currently sailing cargo ships in Aralsk. In addition, in Aralsk, the joint-stock company "Khiywa" was established to operate steamships between Charjoy, Khiva Khanate and Aralsk. This society provides communication between the station on the Aral Sea and the village of Moynak [8. 5]. In particular, it provides information about the caravan routes that connect the Khiva oasis with the outside world: "The caravan route to the Khiva oasis passes through Orenburg, Krasnovodsk and Qazali, the road to Orenburg passes through the Usturt coast. tadi [8. 11]. The waterways along the banks of the Amudarya and the Aral Sea,





including caravan routes, could not meet the sources of raw materials transported from the Khiva oasis to Russia, primarily the Russian manufactures for cotton.

In the middle of the XIX century, the Russian god N.A. Karazin saw with his own eyes the crusaders (burlak) and compared their miserable lives with the lives of Russian crusaders. For the first time in the history of Karakalpaks, the richness of nature and the hard life of the working people were reflected in the works of the Russian godfather and writer NA Karazin ("View of the Aral Sea", "Soldiers of the Amu Darya").

We must recognize that since the second half of the XIX century there have been changes in the weapons of road transport of the Karakalpaks. Along with carts that had been used for centuries, new light boats and large boats began to be used in fishing. Attention is paid to the use of the Amudarya and Syrdarya for transport purposes, sailing ships and steamships have appeared. Scientific expeditions began to be organized by Russian researchers. They conducted research in the Amudarya, the Aral Sea. Many islands were discovered in the Aral Sea, and their nature and natural resources began to be explored. Many scientific researches have been carried out by scientists, scientific articles, large-scale works have been written, these works have collected a number of important materials on the history, ethnography, customs and traditions of the peoples of Karakalpakstan. The study of these works is of great importance in collecting and disseminating information on the history of our people, including the history of road communications and transport.

Research on economic development, relations and transport in Central Asia, including Karakalpakstan, continued in the 1920s and 1940s.

One of the major obstacles to scientific research in Karakalpakstan was the lack of bibliographic literature and instructions. The book "Bibliographic index O KKASSR", published by the Karakalpak Complex Research Institute under the direction of A.S.Morozova, played an important role in solving this problem. The introductory speech of A.A.Gnedenko, Director of the Complex Scientific Research Institute, books on the history, history, ethnography, folklore and transport of the districts of the Karakalpak ASSR, published from the end of the XIX century to the 20-30s of the XX century, collections of materials, a list of scientific articles in journals are given [11].

Scientists of the St. Petersburg branch of the Institute of Oriental Studies of the Academy of Sciences AN Samoylovich, P.P.Ivanov and others have made a great contribution to the study of the history of the Karakalpak people. In 1935, a collection of materials on the history of Karakalpakstan was published under the editorship of A.N.Samoylovich. The collection includes "Essays on the history of Karakalpakstan"





by P.P.Ivanov. This work by P.P.Ivanov contains many written sources related to the history of the Karakalpaks in the XVII-XIX centuries.

In 1950, the Academy of Sciences of the Republic of Uzbekistan published a book entitled "Materials on the production of silam in Uzbekistan. Vip. 1. A large work entitled "Karakalpak ASSR" was published. In this play, in the article "Corresponding member of the Academy of Sciences, G.N.Cherdansev" History of economic research of the Karakalpak ASSR (1873-1945), N.G.Stoletov, A.A.Kun and other expeditions, scientific articles published in the 20s and 30s on solving the problem, opinions on various projects of engineers are discussed.

The famous geologist, academician A.Ye. Fersman, who came to Karakalpakstan in 1932 as the leader of the Kyzylkum expedition of the Academy of Sciences, wrote about the lack of road communication in the country and the difficulties in this regard in his book "My Travels" published in Moscow in 1949. In this book, academician A.Ye. Fersman highlights the issues of great importance for the future development of the republic: irrigating it with groundwater, along with cattle-breeding districts, is associated with the struggle to turn it into mining districts. The struggle on these two fronts, the task of setting up a young farm, is to a large extent connected with the construction of roads, the establishment of technical links between districts, and the elimination of being left out of the highways of Central Asia and the Union as a whole. ' 6. 3].

In 1946, the Khorezm Archaeological and Ethnographic Expedition under the leadership of SP Tolstov conducted research in Usturt. S.P.Tolstov describes the rabot in Belewli as "a strong caravanserai of the X-XI centuries."

In the 1930s, Professor A.Yu.Yakubovsky (1886-1953) was one of the first researchers to study the cultural strata of the cities of Urgench and Mizdakhkan from a concrete scientific point of view.

The famous historian, archeologist and ethnographer S.P.Tolstov (1907-1976) introduced a special innovation in the systematic study of the culture of the peoples of the Aral Sea. The researcher introduced to the world such classical archeological monuments as Koykirilgankala, the masterpiece of the culture of the peoples living in the territory of Karakalpakstan. S.P.Tolstov's views on the culture of the Aral Sea are given in his works "Ancient Khorezm" (1948), "In the footsteps of the culture of ancient Khorezm (1948)", "Across the Ox and Yaksart deltas" (1962) and others.

Academician S.K.Kamalov's book "Karakalpaks in the XVIII-XIX centuries" [4], devoted to the study of the history of the Karakalpaks in the XVIII-XIX centuries,





provides valuable information about the traditional means of communication of Karakalpaks, caravan routes and waterways. data collected.

A rich collection of archival materials about the political, socio-economic changes that took place in the territory of Karakalpakstan in the late XIX and early XX centuries has been collected by Ya.M.Dusumov's book "Essays on the history of the Karakalpak ASSR" [3] contains a lot of information about the history of road communications and transport. R.Kosbergenov's book "Culture and life of the Karakalpak people in the colonial period" [9] contains important information about the political, socio-economic and cultural situation of the Karakalpaks in the colonial period.

The monograph "History of the Karakalpak ASSR" contains the following information: "The Aral Sea, the Amudarya flotilla and the flotilla of JSC" Khiva "carried cargo. As a military flotilla, the Amudarya flotilla supplied a small amount of agricultural produce, 30,000 pounds a year, including 15,000 pounds of cotton. The goods were delivered by caravan routes on camels (85,000 camels per year) and carts (20,000 carts) "[7. 137]. It describes the state of road communications in Karakalpakstan in the late 19th and early 20th centuries: "After the construction of the Caspian Railway in the early 20th century, Central Asia's trade and economic relations with Russia. increases. Karakalpakstan is left out of the road, but it is connected by two routes of water transport (Chimbay-Orolsk and Petroaleksandrovsk-Charjoy), Orolsk and Charjoy railway stations, and a land route for land transport. provided communication with the station "[7. 157].

Some problems related to the development of water transport in Karakalpakstan are reflected in the work of Ubbiniyazov J. "Amudar flotilla and its significance in the trade relations of the Khorezm oasis" [12].

It should be noted that scientists have a rich collection of information about the traditional means of communication of the Karakalpaks, land and waterways, means of communication and their types. In particular, the members of the Khorezm archeological and ethnographic expedition led by S.P.Tolstov collected and put into scientific circulation materials of great importance related to the millennial history of our people.

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