



THE SIGNIFICANCE OF DOMESTIC AND INTERNATIONAL COMMUNICATION WAYS OF THE CENTRAL ASIAN KINGDOMS IN THE DEVELOPMENT OF TRADE

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Annotation

The article analyzes the unique effect of ancient caravan routes on the growth of trade relations, and the fact that these routes played an important role in the development of trade until the middle of the 19th century. Trade and caravan routes were played an important role in the Khanate's mutual trade relations and relations with the Eastern world. The Emirate of Bukhara occupied a leading position in the foreign trade relations of the Kokan Khanate.

Keywords: Development of trade relations, Kokand, Beshariq, Mahram, Khojand, Oratepa, Zomin, Jizzakh, Yangikurgan, Samarkand, India - Kabul - Bukhara - Kokand caravan road.

The growth of trade relations was influenced by ancient caravan routes, which played an important role in the development of trade until the middle of the 19th century. Trade and caravan routes were played an important role in the Khanate's mutual trade relations and relations with the Eastern world. The Emirate of Bukhara occupied a leading position in the foreign trade relations of the Kokan Khanate. Since these two countries bordered each other, many caravan routes connected them. In particular, there were two major caravan routes, along with many trails connecting the Ferghana Valley, which was considered the central part of the Kokan Khanate, and the Bukhara Emirate. In the first of them, the caravan from Kokan went to Bukhara through Beshariq, Mahram, Khojand, Oratepa, Zomin, Jizzakh, Yangi-Kurgan and Samarkand, and in the second one, the caravan from Kokan arrived in Bukhara via Beshariq, Mahram, Khojand, Oratepa, Jom, Rawat, Jizzakh, Yangi-Kurgan and Samarkand. . The first caravan route was 526 versts, while the second caravan route was 615 versts. Between Kokand and Bukhara, caravans reached their destination in 20-23 days, and along with camels and horses, Kokand carts were widely used.

Y.K., who was in Bukhara in the 20s of the 19th century. Meendorf wrote, "merchants from Kokan bring their goods to Bukhara in carts." Depending on the weather and





political situation, the camel, which is the main carrier of cargo in the Kokand-Bukhara caravan, is paid a service fee of 2 to 3.75 gold.

On the eve of the Russian occupation, there were separate caravan routes from Tashkent, one of the largest cities of the Kokan Khanate, to the cities of the Bukhara Emirate. The caravan that left Tashkent came to Bukhara through Chinoz, Rovot, Jizzakh, Yangikogon, Arabkhana, and this caravan route was 498 versts. There was also a 518 verst caravan route to Tashkent, Chinoz, Jizzakh, Yangikurgan, Aqkurgan, Samarkand, Bukhara. P.I. According to Nebolsin, in addition to the above two major caravan routes, there is also a 711 verst Bukhara, Gijduvan, Yangikurgan, Khatirchi, Payshanbi, Jizzakh, Zomin, Oratepa, Khojand, Mahram, Beshariq, Kokan, Shaydon, Toytepa, Tashkent caravan route from Bukhara to Tashkent via Kokan. It was Between Tashkent and Samarkand, one of the big cities of Bukhara Emirate, there was a 272-verst separate carriage road with 13 stations, bypassing populated areas through the Chinoz and Mirzorabot deserts. On the Tashkent-Bukhara road, the caravan traveled for 12-18 days, depending on the weather, and camels, horses and carts could be used on these caravan routes. On the Bukhara-Toshket caravan route, a service fee of up to 2.25, 2.5 and 2.75 gold was given for a camel.

Along with the Bukhara Emirate, the Kokand Khanate had trade relations with Khiva Khanate, Afghanistan, India, Iran, Arab countries, Turkey and other countries through these caravan routes.

Between the Kokan and Khiva khanates, although there were few, small caravans were going all year round. They mainly used the Bukhara-Khiva caravan route, the distance from Bukhara to Khiva was 340 versts, and the caravan covered this road in 10 days. Although the Kokand khanate had trade relations with Khiva khanate mainly through the caravan routes and markets of the Bukhara emirate, there was a caravan route through Tashkent that directly connected the two countries. The caravan that left Tashkent went to Khiva through Jizzakh, Forish and Balti-Saudir, Bo'tabek, Beychapan, Odinboy, Yuzkuduq, Moybulok, Mingbulok, Buzauboy, Kosai, Sorbulok wells and Okqamish. The Tashkent-Khiva caravan route was 804 versts long and passed mostly through deserts, and camels were used as means of transportation. Also, trade relations were established between Khiva and Kokan khanate through Syrdarya. In particular, in the memoirs of Nikolay Muravev, who was in Central Asia in 1819-1820, it is noted that the Khanate of Khiva communicated with Bukhara and Balkh through the Amudarya, and with Tashkent and Kokan through the Syrdarya. However, due to the distance of the river route through Syrdarya and the lack of opportunities for large ships to participate, it was rarely used by merchants. As a result, the Kokan-Khiva trade through the Bukhara Emirate retained its importance.





The city of Bukhara was of great importance in the trade relations of the Kokan Khanate with Afghanistan, India, Iran, Arab countries, Turkey and other countries. Horses and camels were used along with carts on the Kokand-Bukhara (or Samarkand)-Kabul caravan route, while the caravans from Kabul to Peshawar, Molton and other Indian cities had to use mainly horses and camels. The distance from Bukhara to Kabul is 985 versts, and the caravan traveled this way for 22-25 days. The distance from Kabul to Peshawar was 320 versts, 8 days' journey. In Bukhara, the caravan had to travel 169 days and 6760 versts to reach Calcutta, a large port city of India.

India - Kabul - Bukhara - Kokand caravan route was considered extremely dangerous and therefore the Afghans and Indians from Punjab and Shikarpur controlled the caravans on this route. The members of this tribe had a large number of camels, and in addition to guarding the caravan, they also received freight from the merchants for their laden camels. In particular, in the 60s of the 19th century, merchants paid 8.5 Bukhara gold for each loaded camel on the Peshawar-Bukhara route. The Bukhara-Mashhad caravan route was also important in the foreign trade relations of the Kokand Khanate. Through this route, Khanate merchants made trade connections with Turkmen tribes, Iran, Arab countries, Turkey and other Western countries. Trade caravans traveled 341 versts in the direction of Mashhad, Herat, Balkh, Bukhara in 18-22 days, depending on the weather and political situation, and 3 gold were given for the rent of camels. There is also a relatively close Mashhad, Marv, Chorjoi, Bukhara caravan route, which was rarely used by merchants due to the presence of many pirates. In addition to the Bukhara-Kabul-Peshawar route, Central Asian merchants also used this caravan route through Iran in their trade relations with India. During the turbulent times in Northern India and Afghanistan, merchants departing from the ports of Bombay and Calcutta arrived at the port of Bendar Abbas on the Persian Gulf and from there on the Mashhad-Marv-Bukhara or Mashhad-Herat-Bukhara route to Central Asia. As a result of the long-term unrest in Afghanistan, this route began to take its place in the Central Asian-Indian trade from the first half of the 19th century. The road leading Bukhara merchants to India required a huge detour. They rise to such a place in the Indian Ocean, where the traffic of ships is terminated, and from here the moles go to Hazna, the main market of India, and then they come to Bukhara, passing through the entire Kandahar region.

Another route of Bukhara merchants leading to India passed through Bukhara, Chorjoi, Marv, Serakhs, Mashhad, Herat, Kandahar, Kabul, Peshawar, Lahore through Eastern Khorasan. Merchants of Central Asian cities had the opportunity to trade with Indians through Kashkar and Kashmir. Mir Izzatulla, who was in Bukhara





in 1812, notes that special caravanserais were built in Bukhara for foreign merchants and they were called by different names. For example, Indians from Shikarpura traded in the Alamkhana palace, while Tatar merchants lived in the caravanserai called Nokhaisarai.

Bedal and Bekertiq Passes played an important role in trade routes to Kashkar. When going to Kashgar through the Bekertiq pass, the distance traveled is 30 versts more than the road through the Bedal pass. The village of Otboshi, located in the center of the trade routes leading from Ferghana to Kashgar, Ettisuv, Osh, Andijan, Pishpak, Tokmok, played an important role in trade between Russia and China, and Ferghana with Kashgar. This village was founded in 1888, and mostly Russian citizens lived there.

From India, the British agent could also go to Central Asia via the Gilgit and Lex routes. The first Gilgit road went through the great passes of Burzil, Montek and Killik to the mountain city of Kashkar, Yangihisar, and through Kashkar to the city of Osh. The second road leads to the city of Karkhalik through large passes such as Karakum, Chukudavonlar, Sanju, Sassor, Sudjo. A very active trade was carried out through Lex Road. According to him, Indian traders lived in Eastern Turkestan several years ago. There were Indian caravansaries in Karkha, and in Yorkent there were small purchased lands of Indian nobles who spoke Turkish, not Urdu.

Merchants from Tashkent, Kokand, Andijan, Namangan and other cities of Central Asia communicated with North Indian cities not only through the cities of Samarkand and Bukhara, but also with the Indian colonies spread throughout Central Asia. Thus, the information collected in this matter shows that the Khanate of Kokand had intensive trade relations with Eastern Turkestan and China, as well as with India and neighboring regions. This, in turn, led to the development of mutual political, economic and cultural relations.

The peoples of Central Asia established organic trade relations with countries such as China, India, Afghanistan, and Iran in the 18th and 19th centuries. The Emirate of Bukhara was the most convenient caravan route connecting Russia with Eastern countries.

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