

A General Description of the Trade Routes and Connections of Central Asian Khanates with Foreign Countries

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ABSTRACT

This article discusses trade routes connecting Central Asian khanates with neighboring countries, their routes, and their role in mutual trade relations.

Since ancient times, foreign trade has played the biggest role in the life and development of the countries of Central Asia. For example, trade caravans of the Emirate of Bukhara regularly traveled to India, Iran, Volga, Siberia, East Turkestan (Kashgar). The people of the Khanate of Khiva and the settled and nomadic regions of Central Asia had intensive trade relations with the countries of Iran and Russia.

Neighboring countries were considered the main consumer market for agricultural products and handicrafts grown in Central Asia. Trade with the Russian state played a decisive role in Central Asian khanates in the 16th-19th centuries[1].

In the 18th century and the first half of the 19th century, trade relations between Russia and Central Asian khanates developed as a result of the revival of mutual diplomatic relations. First of all, trade relations were carried out along the Volga, which was an old trade route, through Astrakhan. Merchants from Khiva and Bukhara had their own shops, caravanserais and even their own houses in Astrakhan. Some Central Asian merchants settled in this city and acted as mediators between Russian merchants and merchants who came to Astrakhan from Central Asian khanates every year. Through Astrakhan, Central Asian traders actively participated in the

famous Nizhegorod fair held twice a year in Russia. German and French merchants also brought their goods to this fair.

In the second half of the 16th century and the first half of the 19th century, Siberia played a major role in the development of Russian-Central Asian relations. A large amount of wool and fabrics were brought to Siberia from Central Asia, and from there to Central Asia mainly mink, apple furs, movut, fish oil and other goods were brought to Central Asia. Trade relations through Siberia were developed on such a large scale that in Tobolsk, Tyumen, Tara, Omsk and other cities of Siberia, several neighborhoods of Uzbeks and other peoples who came from Central Asia were established. The Uzbeks in Siberia had their own volosts called "Bukharas", and these volosts played a major role in the economic and cultural life of Western Siberia.

In connection with the establishment of the city of Orenburg, the role of the trade routes in the foothills of the Urals in Russia-Central Asia relations has increased since the 1830s[2]. Until the second quarter of the 19th century, finished goods occupied the main place in the trade between the two sides, but from the second quarter of the same century, attention was paid to raw cotton, which once played a major role in the trade between the two countries. played local gray and yarn fabrics, not only in foreign trade, but also in the domestic market began to lose their importance. Until the beginning of the 19th century, the Russian government prohibited the export of metal products to Central Asia with a special decree. In the following years, in order to expand trade, with the permission of the Russian government to trade in metal products, metals such as iron, copper, and cast iron began to take an important place in Central Asian-Russian trade. Thanks to this positive event, it was closely related to the development of trade, expansion of trade routes, increase of product types.

Therefore, by the second half of the 19th century, there was a gradual change in the types of traded goods. For the developing industry of Russia, the Central Asian khanates will be an important source of raw materials and a necessary market for the sale of finished industrial products of Russia. Among the goods exported from Central Asia, cotton and kalava yarn, and among the goods imported from Russia to Central Asia, ready-made goods have gained an increasingly large position.

The peoples of Central Asia have long-standing trade relations with neighboring peoples. From written sources, "Boburnoma" and "Bahr-ul-asrar" provide information about trade relations between Central Asia and Kashgar.

Many handicraft products from Central Asia were exported to neighboring Afghanistan, Iran, China and India. There have been constant trade relations between the Emirate of Bukhara and Afghanistan, India, between the Khanate of Khiva and Iran, between the Khanate of Kokand and China (Kashkar). The close proximity of Bukhara and Afghanistan, the Ferghana Valley and Kashkar, and the Khiva Khanate across the Caspian Sea have gained great importance in foreign trade with these countries.

The need for a market for the sale of raw materials due to the fact that the peoples of Central Asia are mainly engaged in agrarian economy, the development of cotton and silk production necessitated the establishment of trade relations with Russia, Iran, Afghanistan, India, China, and the Caucasus.

The settled population of the Bukhara Emirate and the Khiva Khanate could meet their needs for iron and cast iron farm equipment mainly through the Russian market. A simple example is building, building a wall, digging a canal, and gardening. If each household has one shovel, and its weight is considered to be 5 packages, then the total number of households in

Khiva Khanate will be 160,000, so the total weight of shovels is 20,000 pounds[3]. If one shovel lasts at most for 3 years, then an average of 6-10 thousand pounds of metal was spent on a shovel in one year. In addition, how much metal is needed to make household and household items and tools, such as plow teeth, scythes, axes, guns, swords, knives, awls, spears, chisels, chisels, and saws? . The most important thing is that iron and cast iron could be imported only from Russia.

The people of Khiva could sell cotton, cotton products, and fruits only to Russia. It was difficult for the Khiva people to sell these products to the Emirate of Bukhara, Iran and Afghanistan. Because the above products are also grown in the farms of these countries. On the other hand, these countries could not satisfy Khiva's need for iron and cast iron. In this respect, the Khanate of Khiva was, to a certain extent, firmly connected with Russia in foreign trade. Similarly, the Emirate of Bukhara traded with Russia because of these goods[4].

The Khanate of Khiva, according to Russian merchants, is not a very important place for the sale of Russian products, but its location on the road from Central Asia to Russia, the Amudarya waterway to Bukhara and Balkh. and being at the head of the Syrdarya waterway leading to Tashkent and Kokan, it was considered a place of special interest for all trade enterprises in Central Asia from Russia.

It was very profitable for Russian merchants to bring and sell goods to Central Asia. Just an example. A gas of chit* cost 48-54 kopecks (1850s) at the Nizhny Novgorod fair in Russia. The cost of the road from there to Orenburg was 0.5 kopecks, the toll was 0.5 kopecks, and the cost of the road to Bukhara was 3 kopecks. So, it cost 4 kopecks to bring one gas chit from Nizhny Novgorod to Bukhara. One gas of imported chit in Bukhara was sold for 61-71 kopecks or the price of one ball of chit was 32 rubles (one ball of chit is 45-52 gas). To sum up, a merchant trading between Russia and Bukhara made at least 10 kopecks or 20% profit from one gas chit. In general, the average profit from the goods brought from Orenburg to Khiva was as follows: nanka 30%, calenkor 18% (both gauze), shawls 37%, thread shawls 33%, red cloth** 46%, cloth of other colors 41%, 18% leather 29%, 44% from wax, 44% from sugar, 6% from wire, 9% from tin plate, 35% from cast iron pot, 2% from copper, 15% from tin, 42% from mercury, 75% from blue parrot.

For many years, the Caspian-Volga road has played an important role in trade between Central Asia, the Caucasus, Iran, Eastern Europe, China and a number of other countries. For this reason, fierce battles were fought between merchants, artisans and ruling circles for centuries to occupy this road.

The Caspian-Volga road was known to the peoples of Central Asia from a long time ago[5]. There is information that during the occupation of A.Macedonsky, merchants traveled along the Amudarya through the Caspian Sea to Albania and the Black Sea. From the first half of the 8th century, Central Asians conducted intensive trade along the Caspian-Volga road. During the reign of the Golden Horde, Central Asians took two routes: the first one went from Bulgaria on the Volga to Central Asia, the Caucasus, Iran and the Far East, and the second one went to the Crimea through Dashti Kipchak, and from there to Trebizond and Constantinople in Asia Minor. used the road. At that time, one of the roads from the Golden Horde to Central Asia passed from the Volga through Yayik, Emba, Urganch. From here, the road connects to Bukhara and other cities of Central Asia. From Central Asia, they went to Yayik, Emba, Kipchak steppes, the Chu river valley and Ili via a different route, that is, through the Volga. From Urganch, he went to China via Otrar and Almalyk. According to Ibn Battuta, an Arab traveler who came to Urganch from Berka Palace in 1338, it took 40 days to pass this road[6].

In the 16th century, there was a caravan route from Uzbek khanates to Samara on the Volga. The Samara road goes through the steppe to Yayik, Emba, and then to Urganch. In the second half of the 16th century and in the 17th century, the water and land routes described above were used in trade relations. The wharfs called Kabakli and Karagan played a major role in the waterway from Astrakhan to the Uzbek khanates through Mangishloq. These wharves are located on the eastern coast of the Caspian Sea, and due to the lack of security, they were often attacked by nomadic Turkmen and Kalmyks, and the caravans were damaged. For this reason, the Khans of Bukhara suggested to the representatives of the Russian state to ensure the security of the caravans and organize the transportation of the caravans accompanied by the military.

During the reign of the Russian Tsar Mikhail Fedorovich, Central Asian merchants repeatedly asked to cooperate with the Russian army against the Kalmyk robbers (1633, 1639, 1640, 1643). Ka-bakli wharf lost its importance later due to the fact that it was more inconvenient for ships to stop compared to Karagan. For many years, Karagan wharf served as an important wharf for merchants and ambassadors to land or sea. The use of the wharf must have taken into account the increase or decrease in looting by nomads.

In 1775, Mullah Ernazar, who came from the Emirate of Bukhara to Moscow, Russia, gave detailed information about waterways. He noted that he went to Khiva from Bukhara via Kulchuk, Bazirgon and Urganch. Then, through the village of Anbar, the wells of Khorezm, Sematemur, Boki and Kulanak were crossed, and they arrived in Mangishlaq and from there by ship across the sea to Astrakhan[7]. It was a thirty-day journey from Bukhara to Mangishlaq, and a day's journey from here to Astrakhan. In addition to the water route, the land route through Gurev was also used effectively. This road went from Astrakhan through Gurev, Emba, Urganch to Bukhara. During these times, the trade between Central Asia and Russia played a major role in the trade of different districts, cotton, and silk raw materials (cocoons). The Russian government and Russian merchants were especially interested in raw silk cocoons. The brothers B. Pazukhin and S. Pazukhin, who were sent to Khiva and Bukhara as ambassadors of the Russian state in 1669-1673, gave the following information: "In the soil of Bukhara and other cities, silk raw materials are grown, and these silk raw materials - the cocoon goes to the Germans through Qizilbosh and Tura. It will not come to Astrakhan or Moscow. If it had been brought, the state treasury would have benefited greatly." [8] The ambassador of Bukhara to Russia, Mullah Farrukh, told Duma nobleman A.S. Matveev that there is a lot of silk raw material in Bukhara, cocoons, and emphasized that the people of Bukhara need good mink fur, black fox skin, white mink skin, movut, fish bone comb.

Even in the first half of the 19th century, both water and land routes did not lose their importance. By this time, he came to Mangishlaq by ship from Astrakhan via the Caspian Sea. From here, he went to Khiva by camel, and his route was as follows:

Mangishloq > Kanga > Boqi well > Bur well > Besh ogol > Soy well > Kara well > Eltodona[9].

Taking into account the great importance of Mangishlaq in trade relations between Central Asia and Russia, the Russian government built dozens of military fortresses here. According to the strategy of the Russian political circles, these fortresses were supposed to play the role of an important base in future military campaigns to Central Asia. It was for this purpose that the Novo-Alexandrovscoe fortress was built in 1834 in the Bay of Kaidan on the Mangishlok Peninsula. But due to unfavorable local conditions and bad climate, the disease increases among soldiers in military garrisons. As a result, by 1846, this fortress was destroyed. Later, the Novo-

Petrovsk fortress was built on the Tukaraga cape of the Mangishlok peninsula. In 1859, this fortress was named Alexander port.

By the middle of the 19th century, trade between the Russian state and Central Asia through Astrakhan stopped, and in this regard, the above-mentioned communication routes were not used. This situation has not changed even after the occupation of Central Asia by Russia. The opening of the Kaspiyorti (Zakaspiysk) railway caused the traffic of trade caravans to Astrakhan via Krasnovodsky to stop.

In the middle of the 19th century, Russian goods were brought from Astrakhan to Central Asia, mainly by Khiva and Bukhara merchants. Russian, Tatar, and other merchants also took part in this trade. Russian merchants were afraid of robbers and robbers on the caravan routes, and often sent goods to the cities of Central Asia through their Tatar, Armenian or Central Asian gumashtas. In some cases, Russian merchants came personally.

The distance from the Dead Bay of the Caspian Sea to Kungirat was 447 versts, where caravans loaded with horses and camels could move safely. There were wells along the road, enough grass and hay to feed horses and camels, and the main part of the road was hard, dense, and not sandy.

The length of the road from the border of Ilchik to Samarkand, Jizzakh and Tashkent through Bukhara was 970 versts, most of it passed through populated areas and had fresh water. The 28 verst part of this road between Amudarya and Bukhara consisted of sand. 300 versts of the Orenburg-Tashkent road consisting of 2,000 versts were sand dunes.

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The caravan route connecting Russia and Bukhara through the Caspian Sea through Kungirost and Ust-Yurt was more convenient than the 1,800 verst route from Orenburg to Bukhara via Kazalinsk. 700 versts of the Orenburg-Kazalinsk-Bukhara road were covered with sand. The length of the caravan route from the Caspian to Bukhara through Kungirost was 1100 versts[10].

The Caspian-Kunhirot-Bukhara trade route is 220 versts shorter than the Caspian-Krasnovodsk-Amudarya road, besides, 215 versts of the second road were covered by sand, and only there was only one well. Due to lack of water and sand, the Caspian-Krasnovodsk-Amudarya road caused difficulties for merchants.

In short, the trade relations of the Central Asian khanates with the neighboring foreign countries gained general importance, and it can be seen that these relations were not conducted on the basis of certain legal agreements with certain countries. Despite this, it can be noted that the development of trade relations from year to year has led to the rise of cultural relations between peoples.

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