



## Caravanserais On The Great Silk Road And Their Archeological Site

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### ABSTRACT

Today, ancient caravanserais have been discovered in the Middle East, Turkey and Iran, and archaeologists believe that there were no pre-Islamic caravanserais in Central Asia. Khmelnitsky argues that "Central Asia in the pre-Islamic period consisted of small, scattered possessions, while the Sassanids tried to explain Iran as a widely centralized state." one of the largest historical and cultural countries and of Central Asia, in which the information on the formation and development of the Carvansarai and their archeological statements, as well as how was its services.

### KEYWORDS

Ovultepe, handcrafts, Doya-khatun, Eshan-robot, roboti-Malik, "Archa" style, water-storage tank(Sardoba), seljuk-period, Sultan-Khan carvansarai, Khanakah, Kurghan.

### INTRODUCTION

However, it should be noted that recent large-scale archaeological excavations in Central Asia have provided new information about the architecture of the region, and many of the monuments discovered in the last century

need to be revised. He noted that one of such monuments is the Ovultepa monument, one of the few completely open monuments in Central Asia. The monument was opened in 1956 by a group led by S.K. Kabanov and

dated to the 5th century based on a set of pottery and numismatic samples. SK Kabanov, according to preliminary data, characterized the monument as a mound of a local farmer of the early Middle Ages, and later many other specialists, including Central Asian architectural historians V.L. Voronin, Vanilsen and S. Khmel'nitsky also called Ovultepa "fortress". In recent years, the author has been carrying out archaeological excavations at the monument and presents his scientific findings as follows.

### THE MAIN RESULTS AND FINDINGS

The planned structure of the monument is unique and the excavation finds complement it. In the monuments around Ovultepa, where the handicraft of high-quality ceramics is a tradition, most of the ceramics found were made on a potter's wheel reserved for visitors. Re-analysis of the data, such a structure of the premises, the general architectural design of the building and, finally, unique finds showed that Ovultepa resembled medieval works and caravanserais of Central Asia. The famous archaeologist S. Khmel'nitsky, a well-known historian of architecture, confirms his scientific conclusion about the peculiarities of the arrangement of workers and caravanserais, according to which: "The general principles of the arrangement of workers surround him from all sides. ) consists of an inner rectangular courtyard and outer lower walls, which is one of the oldest plans in the history of architecture. It was used in Central Asia since the pre-Islamic period, on the basis of which residential complexes, mosques, madrasahs, caravanserais for various purposes were built. The construction of caravanserais and rabats according to different plans was preserved in the early Islamic period.

A striking example of such a plan is the work of the city of Poykend. The central part of the caravanserai is occupied by a courtyard measuring 47x56 m. On the southern, western and eastern sides, the courtyard is surrounded by a group of clearly organized residential and utility buildings. Medieval caravan. The plans of the medieval caravanserais "Raboti Malik", "Doya Khotin", "Eshan Rabot", "Raboti Sharif" are somewhat close to the Ovultepaniks. Some of the caravanserais mentioned above are in the city, while others are outside the city, in the distance. According to experts, caravanserais were built on a trade route at a distance from the caravan from one morning point to another. He emphasizes that such caravanserais should have been in Central Asia, which in ancient times played an important role in trade relations on the Great Silk Road. A new analysis of the Ovultepa monument studied by the author gives a scientific conclusion confirming that this was the first recorded work dating back to the early Middle Ages. Its location at the intersection of trade routes from Samarkand to Yerkurgan, Kesh, Bactria, in addition to the above-mentioned unique design and the find of the monument, also confirms the idea that this is an ancient caravanserai.

### Doyakhotin caravanserai

Doyakhotin caravanserai is an architectural monument of the 12th century in Turkmenistan. It is located on the caravan route from the ancient Amul (Chordhoy) to Khorezm (on the left bank of the Amu Darya). Also known among the locals as the rich woman's caravanserai (according to legend, built by a famous rich woman). The historical building is rectangular (112 × 125 m), the outer

corners of which are tower-towers, built in the middle of a rectangular fortress. In the middle of the caravanserai there was a large courtyard (53 × 53 m) surrounded by terraces. It has rooms for passengers and elongated rooms for horses, the roof of which is covered with a dome. There is a porch and porch in the middle of each side of the courtyard, and the barn and rooms can be accessed through arches. The outer and inner parts of the walls are made of baked bricks, and the middle is made of adobe bricks. The facade (northeast) of the Doyakhotin caravanserai is decorated with a huge beautiful roof, the bricks are laid longitudinally and transversely (in the “archa” style), and the names of four caliphs (Abu Bakr, Umar, Ali, Usman) are inscribed in Kufic script. The Doyakhotin caravanserai, the largest public trade facility on the Great Silk Road, is a unique example of Central Asian architecture.

#### **Bukhara caravanserai in Baku.**

The Bukhara Caravanserai in Baku (Azerbaijani: Bukhara caravanserai) is one of the oldest buildings in Icheri Sheher, the historical center of Baku, the capital of Azerbaijan. It was built at the end of the 15th century. It is also one of the 7 famous caravanserais that have survived in Azerbaijan. Today, the monument has a special restaurant serving national dishes of Azerbaijani cuisine. On Tower (Tower) Street; In front of the Multani caravanserai; The girl is near the castle.

They say that the peoples of Central Asia and Azerbaijan have long been connected by certain ties, not only cultural, diplomatic, but also trade. In particular, in this regard, close cooperation has been established with Bukhara. Since an offshoot of the Great Silk

Road passed through Baku, merchants from Bukhara often visited the city. It is believed that it was named Bukhara because they settled in this caravanserai. Traders from Central Asia and India (including Pakistan) stayed at the Multani caravanserai in Bukhara and the surrounding area. Research shows that this historical monument was built in the 15th century by merchants who arrived in Baku. Originally a one-story caravanserai, later the second floor was completed. In 1964, the building was restored. In it, the building of the caravanserai was freed from unnecessary additional parts. Currently, some floors of the one-story caravanserai are considered underground.

#### **Architecture:**

The construction of the caravanserai is architecturally reminiscent of the historical monuments of Bukhara. The plan of a small building is square, the entrance is marked with a roof. The octagonal courtyard is surrounded by one-story terraces and 18 rooms. There are triangular arches along the perimeter of the courtyard. The courtyard of the caravanserai is designed for relaxation with a small marble pool surrounded by old plane trees. The pool of the 15th century, preserved in its original form, is interesting in that the water level in the pool remains stable, despite the fact that the water flows from the fountain. Today the walls of the caravanserai are decorated with ancient Azerbaijani carpets, various frescoes, paintings depicting the landscapes of Baku.

#### **Caravanserai "Raboti-Malik"**

Raboti-Malik is a historical complex of the Karakhanid period, located 10 km from the city of Navoi. This tower is located on the Bukhara

road. The Rabati-Malik caravanserai was built by Karakhanid Shams al-Mulk Nasr ibn Ibrahim (1068-1080) in the 1970s. In the first quarter of the XII century, it was rebuilt by Karakhanid Arslan Khan Muhammad ibn Suleiman (1102-1130). It is believed that the tower used to be a summer residence. This is evidenced by the results of the work of archaeologists. According to them, the finds belonged to the palace aristocracy that lived at that time. Moreover, such magnificent walls and columns were then erected only in the khan's palaces and residences. Later, the tower was rebuilt and turned into a caravanserai. Today only the central portal and walls remain of this magnificent tower. Excavations from the mid-20th century revealed how well designed this unique tower is. The device covers an area of 100x100 m, surrounded by solid walls divided into two parts. Ruins of mosques, domed porches, baths, dwellings, dwellings for horses and camels were discovered in the Rabota Malik area.

Also found were pottery, metal items, precious pottery, jewelry, pots and many coins. The tower was built in a unique style using unusual techniques. Ceramics, clay and wood were used in the construction of the tower. To date, scientists have not been able to determine for what purpose the tower was built. But it is a historical fact that recently "Raboti-Malik" served as a caravanserai. N.B. Nemtsova contributed to the study of this device. It was N. B. Nemtsova who suggested that initially the device served as a palace outside the city. A sardoba (water storage tank) has been built near the caravanserai. At that time, sardoba served as a source of drinking water for tourists and traders.

Information about caravanserais in Turkey, as well as in a number of countries on the historical Great Silk Road ...

Caravanserais were built during the Great Seljuk Empire to ensure the safety of caravan routes. Commercial products such as silk and spices, grown in the Far East and transported to Europe along the long Silk Road, were a great source of wealth along the way. These caravanserais were built to protect caravans full of property that have traveled thousands of miles from pirate attacks. The camel caravan departed at dawn and covered 40 miles [40 km] until evening. Thus, the distance between the caravanserais was 40 km. Much attention was paid to this. Caravanserais were built by rulers and leaders of the state to serve pilgrims. Guests staying overnight in the caravanserai were provided free access and free meals. Some caravanserais included mosques. Merchants who spent the night here freely performed religious prayers. The mosques located in the center of the caravanserai on the second floor, where one could climb an empty staircase, were religious buildings of Muslims. The caravanserais were staffed by veterinarians, cooks and imams and were responsible for maintaining order.

But not always Rabat-i Malik was used for this purpose. Before turning into a caravanserai, for 3 centuries the building was a fortification (ribat), which served to protect the borders of the provinces. The fortress, created in 1078 by the order of the ruler of the Karakhanid dynasty - Shams Al Mulk Nasr Ibn Ibrahim, served as the summer residence of the Karakhanid rulers. The included an ornate central hall, kitchens, stables, as well as a small mosque for traditional prayers.

The caravanserais were mainly entered through the crowned gates. After traveling 40 km, the caravan drove through the historic gate, one of the rare masterpieces of stone carving. Caravanserais, attracting pilgrims with their splendor, resemble a castle. The high walls that surrounded the caravanserai did not allow robbers to plunder the property of the caravan. When you enter the gate, you first see a large courtyard. In the middle of the courtyard is a two-story building, next to it is a mosque. The animals in the caravan are tied to the first floor, watered and fed. Goods brought in a camel caravan are unloaded, and the load of camels and donkeys is lightened. People will stay in the rooms upstairs. Also possible for personal use, such as a bathroom. Regardless of language or religion, everyone was allowed to stay there for up to 3 days and enjoy all the opportunities there. Regardless of the country, nationality or origin, those who were engaged in trade or came from far away on personal business used the services of the caravanserais for free. Several caravanserais were built in Anatolia during the Seljuk period. There used to be a caravanserai called "Sultan Khan" here, but with the weakening of the state, ministers and wealthy merchants began to build caravanserais. One of them is the Black mouth hotel on the Aksaray-Navshakhar road.

The khanaka, which the Seljuk sultan Alaeddin Kaikubad began to build in Anatolia, was completed in 1239. Khanaka, which resembles a castle, is named after those who reproduced books without creating a source. Copywriters wiped their fingers with their mouths when they made a mistake. Because of this, their mouths were always black. Inspired by them, the khanate was named the Mouth of the Black Khan. As a result of the historical

process, the caravanserais were turned into hotels in the city center. The opening of the sea led to the opening of additional routes to the Far East and a decrease in transport costs, which led to the loss of the importance of the Silk Road. The caravanserais and hotels, which were becoming less and less visited, were replaced by hotels and shopping centers. Caravanserais, which historically provided commercial security and quality services to passengers and caravan inhabitants, reflect the cultural level of the time.

### **Caravanserais in Afghanistan**

Scientists have also discovered many caravanserais in the Afghan Balkh Valley bordering Uzbekistan. The oldest of them appeared about a thousand years ago. So far, only 77 such sites have been found here, and satellite images show that there are more than a thousand of them. This is reported in an article published in the journal Science. Archaeologists have used spy satellites and military drones to explore the area.

Researchers have identified many places on the territory of Afghanistan that were previously unknown to science, but are of great importance for human civilization.

In particular, 119 caravanserais, built in the 16th-17th centuries, served as a shelter for merchants traveling along the Great Silk Road. The caravanserais were at a distance of about 20 kilometers from each other, which was equal to the distance traveled by the caravans in one day. The research also showed that much attention was paid to irrigation networks in ancient settlements in Sistan and Gilman provinces. According to scientists, the

network of canals built here was widely used for irrigation.

### **Silk Road Caravanserai Project**

Within the framework of the Eurasian Economic Forum in China, Deputy Mayor of Samarkand E. Rajapov, Deputy Mayor of Bukhara K. Davronov, Deputy Mayor of Khiva H. Boboev, Director of Ashina Group Sh. Juraboev, as well as Mayor Xi. Anh, China participated in the Great Silk Road. Road caravanserai ". Wu Bixiu, professor at Peking University and President of the International Tourism Research Association, spoke at the event.

Uzbekistan with its rich history, high culture and invaluable tourism resources plays an important role in the development of tourism "One place, one way". In particular, the cities of Tashkent, Samarkand, Bukhara, Khiva are the world cultural heritage, the golden tourist pearl of Asia, U Biksu said.

According to the project, the caravanserai will be implemented in the form of two sites - a tourist complex and e-commerce. The system of tourist complexes includes the creation of modern tourist products, the formation of a database, the organization of cultural exhibitions, services. and priorities such as sales of goods, business incentives, the introduction of Chinese agricultural e-commerce technologies in areas where caravanserais are located, support for e-commerce, and the production of local agricultural products will be implemented through the e-commerce platform. The initial investment in launching a single caravanserai project in the cities of our countries can exceed USD 100 million, depending on the chosen location and infrastructure.

The system of caravanserais of the Great Silk Road will further strengthen the bonds of friendship between the two countries, create a solid foundation for the development of positive experience and long-term cooperation, - said the project participant, director of Ashina Group Sh. Juraboev. In order to develop the tourism potential of the SCO member states, the Silk Road Tourism Industry Association was established at the event.

### **CONCLUSION**

Many caravanserais and cities were built along the Great Silk Road. The traders walking this road often did not reach the end. Since the regions of Central Asia were in the middle of this road, traders sold their goods and bought local products in Khorezm, Samarkand, Termez and other regions. There were many imported goods in the medieval markets of Central Asia, and the finds discovered today as a result of archaeological excavations in ancient cities and settlements along the Great Silk Road confirm our opinion.

The Great Silk Road, which arose in the II century and operated until the 16th century AD, during this period acquired great importance in the history of large-scale cultural and economic relations between the peoples of the East and the West. It served as the basis for mutual cooperation, exchange and enrichment of cultures, peace and development of the ancient peoples who came into contact along the way. The regions of Uzbekistan are located at the crossroads of this road, which is visited by traders, craftsmen, scientists and architects from different countries.

The development by UNESCO of the Program of Dialogue on the Great Silk Road was the

direction of scientific and cultural activities of more than 30 leading countries of Eurasia until 2000. Also, scientific expeditions were organized in the regions of the republic. As a result, many monuments of history and culture were studied, ancient ways and directions were revealed, our national and spiritual wealth and traditions were studied.

The main task of the "Great Silk Road-Dialogue" program, in which many researchers participate, is to turn this path, which established and developed economic and cultural ties between the peoples of the East and the West, into a path of brotherhood, cooperation and sincere dialogue.

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