



A General Description Of The Trade Routes And Relations Of The Central Asian Khanates With Neighboring Countries

Tolib Safarov

Associate Professor, Bukhara Branch Of The Tashkent Institute Of Irrigation And Agricultural Mechanization Engineers, Bukhara, Uzbekistan

Journal Website:

<https://theamericanjournals.com/index.php/tajssei>

Copyright: Original content from this work may be used under the terms of the creative commons attributes 4.0 licence.

ABSTRACT

This article discusses a general description of the trade routes and relations of the Central Asian khanates with neighboring countries. From ancient times, foreign trade has played the greatest role in the life and development of Central Asian states. In particular, trade caravans of the Emirate of Bukhara regularly traveled to India, Iran, the Volga region, Siberia, East Turkestan (Kashgar). The Khiva Khanate and the settled and nomadic regions of Central Asia had close trade relations with Iran and Russia.

KEYWORDS

Central Asian Khanates, Trade Routes, The Khiva Khanate.

INTRODUCTION

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

In the 18th century and the first half of the 19th century, trade relations between Russia and

the Central Asian khanates developed as a result of the revival of diplomatic relations. First of all, trade was carried out through the old trade route along the Volga, ie Astrakhan. Merchants from Khiva and Bukhara had their own shops, caravanserais, and even their own homes in Astrakhan. Some of the Central Asian merchants settled in the city and acted as

intermediaries between Russian merchants and merchants who came to Astrakhan every year from the Central Asian khanates. Through Astrakhan, Central Asian traders also took an active part in Russia's famous Nizhny Novgorod fair, which is held twice a year. German and French traders also brought their goods to the fair.

THE MAIN RESULTS AND FINDINGS

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. Large quantities of grain and cloth were brought to Siberia from Central Asia, and from there to Central Asia were brought mainly seaweed, almond furs, mace, fish oil and other goods. Trade relations through Siberia were so extensive that in Tobolsk, Tyumen, Tara, Omsk, and other Siberian cities, several mahallas of Uzbeks and other peoples from Central Asia were established. The Uzbeks in Siberia formed their own volosts, called the Bukhara volosts, which played a major role in the economic and cultural life of Western Siberia[2].

With the establishment of the city of Orenburg, the role of trade routes in the foothills of the Urals in Russian-Central Asian relations has increased since the 1930s. Until the second quarter of the 19th century, finished goods dominated trade between the two countries, but also began to lose its importance in the domestic market.

Until the early 19th century, the Russian government issued a special decree banning the export of metal products to Central Asia[3]. In the following years, with the permission of the Russian government to trade in metal products in order to expand trade, metals such as iron, copper, and cast iron began to play an important role in Central Asian-Russian trade.

Thanks to this positive event, the development of trade was closely linked with the expansion of trade routes, the expansion of product types.

Therefore, by the second half of the XIX century, there was a gradual change in the types of goods traded. For Russia's thriving industry, the Central Asian khanates will remain an important source of raw materials and a necessary market for Russia's finished industrial products. Among the goods exported from Central Asia, cotton and yarn, and among the goods imported from Russia to Central Asia, the finished goods became more and more important.

The peoples of Central Asia have long traded with neighboring peoples. From written sources, "Boburnoma", "Bahr-ul-asror" provide information on trade relations between Central Asia and Kashgar[4].

Many handicrafts from Central Asia were exported to neighboring Afghanistan, Iran, China, and India. There were constant trade relations between the Emirate of Bukhara and Afghanistan, India, between the Khiva Khanate and Iran, between the Kokand Khanate and China (Kashgar). The close proximity of Bukhara and Afghanistan, the Fergana Valley and Kashgar, Iran and the Khiva Khanate along the Caspian Sea played an important role in foreign trade with these countries.

The need for a market for the sale of raw materials as a result of the development of the peoples of Central Asia, mainly engaged in agriculture, cotton, silk, necessitated trade relations with Russia, Iran, Afghanistan, India, China, the Caucasus.

The settled population of the Emirate of Bukhara and the Khiva Khanate could meet their needs for iron and cast iron household

appliances mainly through the Russian market. A simple example would be a shovel for building, building a wall, digging a canal, and gardening. If there is one shovel in each house and its weight is 5 packs, then the total number of houses in Khiva khanate will be 160,000, then the total weight of shovels will be 20,000 pounds[5]. If a shovel can last no more than 3 years, then an average of 6-10 thousand pounds of metal per year is spent only on the shovel[6]. In addition, how much metal will be needed to make household and household items, tools such as hammer teeth, sickles, machetes, axes, rifles, swords, knives, chisels, spears, plows, six, saws. Most importantly, iron and cast iron could only be imported from Russia.

The Khiva people 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 economy of these countries. On the other hand, these countries could not meet Khiva's need for iron and cast iron. In this respect, the Khiva khanate was to some extent firmly connected with Russia in foreign trade. The Emirate of Bukhara also traded with Russia because of these goods[7].

The Khiva khanate, according to Russian traders, is not a significant place for the sale of Russian products, but it is located on the road from Central Asia to Russia, at the head of the Amudarya waterway to Bukhara and Balkh, and the Syrdarya waterway to Tashkent and Kokand. , Russia is a place of special interest for all trade enterprises in Central Asia.

For Russian traders, importing and selling goods to Central Asia was a very lucrative business. Just a simple example. A gas from Chit stood at 48-54 (1850) kopecks at the Nizhny Novgorod fair in Russia. From there, the

cost of travel to Orenburg was 0.5 kopecks, the cost of re-collection (duty) was 0.5 kopecks, and the cost of travel to Bukhara was 3 kopecks. This means that it costs 4 kopecks to transport a gas pipeline from Nizhny Novgorod to Bukhara. One gas of the fence imported from Bukhara was sold for 61-71 kopecks, or a ball of the fence cost 32 rubles (one ball of the fence will be 45-52 gas). In summary, a trader trading between Russia and Bukhara made at least 10 kopecks, or 20%, of a gas bill. In general, the average profit from goods imported from Orenburg to Khiva was as follows: 30% from nanka, 18% from kalenkor (both fabrics), 37% from kerchief, 33% from yarn, 46% from red sukna, 41% from sukna of other colors, 18 %, leather 29%, wax 44%, sugar 44%, wire 6%, wooden tin 9%, cast iron 35%, copper 2%, tin 15%, mercury 42%, blue parrot 75%[8].

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 struggles have been waged for centuries between merchants, artisans and the ruling circles to take this path.

The Caspian-Volga road has been known to the peoples of Central Asia since ancient times. During the Macedonian invasion, traders reportedly traveled across the Amu Darya via the Caspian Sea to Albania and the Black Sea[9]. From the first half of the VIII century, Central Asians were engaged in intensive trade along the Caspian-Volga road. During the reign of the Golden Horde, Central Asians used two routes: the first from Bulgar on the Volga to Central Asia, the Caucasus, Iran and the Far East, the second through Dashti Kipchak to Crimea, and then to Trapezund and Constantinople in Asia Minor. At that time, one of the roads from the Golden Horde to Central Asia passed through the Volga through the Yayik, Emba, Urganch. From here the road

connects to Bukhara and other cities in Central Asia. From Central Asia it took another route, namely through the Volga to the Yayik, Emba, Kipchak steppes, the Chu River valley, and the Ili. From Urgench he traveled to China via Otrar and Almalyk. According to Ibn Battuta, an Arab traveler who came to Urgench from Berka Palace in 1338, it took 40 days to cross this road[10].

Although trade on the Caspian-Volga route declined sharply during the break-up of the Golden Horde and the establishment of the Kazan and Astrakhan khanates, Central Asians sometimes traveled to the above khanates on this route, which was not regular[11].

In the middle of the 16th century, the occupation of the Kazan and Astrakhan khanates by Russian troops led to the transfer of the Caspian-Volga road to Russia. After that, a direct connection was established between Central Asia and the Russian state via the Caspian-Volga road. According to Anthony Jenkinson, an Englishman who visited Urgench and Bukhara in 1558, one end of the Caspian-Volga road was connected to Moscow and the other to Urgench. It was usually crossed from Moscow along the river through the Koloma to the Oka River. On this river, such places as Pereyaslav, old Ryazan, Murom were conquered and came to Nizhny Novgorod. It then proceeded directly to the Caspian-Volga road and reached Astrakhan via Vasilgorod, Cheboksary and Kazan. From here the ship sailed across the Caspian Sea to the Mangyshlak Peninsula. From Mangyshlak the merchants set out on a land route, passing through Ust-Yurt to the city of Vazir in the Khiva khanate, and then through the Yellow Reed to Urgench. A. Jenkinson went this way to Urgench, Bukhara. In his monograph, H. Ziyoev made a detailed analysis of the distance and travel time of this road[12]. More than 5,400 km of the Caspian-Volga road from

Moscow to Bukhara took more than three months. Traveled from Astrakhan to Urgench in 35-40 days. A caravan route passed from Astrakhan to Urgench via Saraychik. It took 10 days to travel from Astrakhan to Saraychik, 15 days to Urgench, 15 days to Bukhara, 30 days to Kashgar, and 30 days to the Chinese border. From Bukhara to Tashkent in 14 days, from Tashkent to Khojand in 7 days, to Kashgar in 20 days, to the inner Chinese border (Sochin) in 30 days, to Kamchik in 5 days, to Beijing in 60 days. The Uzbek khanates also traveled from Kazan, one of the largest shopping centers on the Volga[13]. It stretched from Kazan to Kama, Ufa, the Irgiz River, and through the deserts of present-day Kazakhstan to Tashkent and Samarkand.

In the 16th century, there was a caravan route from the Uzbek khanates to Samara on the Volga. The Samara road passed through the steppe to Yayik, Emba, and then to Urgench. In the second half of the 16th century and in the 17th century, the above-mentioned water and land routes were used in trade relations. The piers Kabakli and Karagan played an important role in the waterway from Astrakhan to the Uzbek khanates via Mangyshlak. These piers were located on the eastern shore of the Caspian Sea and were often attacked by nomadic Turkmens and Kalmyks as trade caravans were damaged due to inadequate security. For this reason, the khans of Bukhara offered the representatives of the Russian state to ensure the safety of the caravans, to organize the movement of caravans accompanied by the military[14].

During the reign of Russian Tsar Mikhail Fedorovich, Central Asian merchants repeatedly raised the issue of countering Kalmyk looters in cooperation with the Russian army (1633, 1639, 1640, 1643). The pumpkin pier later lost its significance as it was more inconvenient than Karaganda for ships to stop.

The Karagan pier, on the other hand, served for many years as an important pier for merchants and ambassadors to land or sea. When using the pier, the increase or decrease of nomadic looting was of course taken into account.

Mullah Ernazar, who came to Moscow, Russia from the Emirate of Bukhara in 1775, gave detailed information about waterways. According to him, he went from Bukhara to Khiva via Kulchuk, Bazargan and Urgench. Then the wells of Khorezm, Sematemur, Boki and Kulanak passed through the village of Anbar, and reached Mangyshlak, and from there by ship to Astrakhan by sea[15]. There was a thirty-day journey from Bukhara to Mangyshlak, and from here to Astrakhan. In addition to the waterway, the land route through Gurev was also used effectively. This road went from Astrakhan through Gurev, Emba, Urgench to Bukhara. During this period, various types of fabrics, cotton, silk raw materials (cocoons) played a key role in trade between Central Asia and the Russian state. The Russian government and Russian traders were especially interested in silk raw silk. Brothers B.Pazukhin and S.Pazukhin, who were sent to Khiva and Bukhara as ambassadors of the Russian state in 1669-1673, informed about it: goes He will not come to Astrakhan or Moscow. If it was brought, it would be of great benefit to the state treasury[16]. Bukhara's ambassador to Russia, Mullah Farrukh, is a silkworm in Bukhara - The Duma told AS Matveev that the people of Bukhara need a good comb fur, dark fox skin, white water skin, mohair, a comb made of fish bones[17].

In the first half of the nineteenth century, both water and land roads did not lose their importance. By this time he had come to Mangyshlak by ship from Astrakhan across the Caspian Sea. From here we went to Khiva by camels, and its direction was as follows:

Mangyshlak> Kanga> Boqi well> Bur well> Five sons> Soy well> Black well> Eltodona[18].

Given the importance of Mangyshlak in trade relations between Central Asia and Russia, the Russian government built dozens of military fortresses here. According to the strategy of Russian political circles, these fortresses were to play an important role in future military campaigns in Central Asia. For this purpose, in 1834, the Novo-Alexandrovscoe Fortress was built in the Gulf of Kaidan on the Mangyshlak Peninsula. But due to the unfavorable local conditions, the bad climate, the disease is increasing among the soldiers in the military garrisons. Eventually, by 1846, the castle was destroyed. Later, the Novo-Petrovsk Fortress was built on the Tyukaraga Cape of the Mangyshlak Peninsula. In 1859, the castle was renamed Alexander Port[19].

By the middle of the 19th century, the trade relations of the Russian state with Central Asia via Astrakhan were suspended, and in this connection the above-mentioned means of communication were not used. This situation has not changed since the Russian occupation of Central Asia. The launch of the Caspian (Zakaspiysk) railway led to the suspension of trade caravans from Krasnovodsk to Astrakhan.

In the middle of the 19th century, Russian goods were brought from Astrakhan to Central Asia mainly by traders from Khiva and Bukhara. Russian, Tatar and other national traders also took part in the trade. Russian traders were afraid of robbers and bandits on caravan routes to Central Asian cities, often sending goods through their agents, Tatars, Armenians, or Central Asians. In some cases, Russian traders came in person.

The distance from the Dead Bay of the Caspian Sea to Kungrad was 447 versts, where caravans

loaded with horses and camels could move safely. There were wells along the road, grass and hay to feed the horses and camels, the main part of the road was hard, high density, not sandy[20].

The length of the road from the Ilchik border through Bukhara to Samarkand, Jizzakh and Tashkent was 970 versts, most of which passed through populated areas and had fresh water. The 28 versts of this road between the Amudarya and Bukhara were sandy. The 300-verst section of the 2,000-verst Orenburg-Tashkent road is sandy.

The caravan route from the Caspian Sea through Kungrad and Ust-Yurt to Russia and Bukhara was more convenient than the 1,800-verst road from Orenburg to Kazalinsk via Bukhara. The 700 versts of the Orenburg-Kazalinsk-Bukhara road are also sandy. The length of the caravan route from the Caspian Sea to Bukhara via Kungrad was 1,100 versts[21].

The Caspian-Kungrad-Bukhara trade route was 220 versts shorter than the Caspian-Krasnovodsk-Amudarya road, and the second road was 215 versts sandy, with only one well. Due to the lack of water and sand, the Caspian-Krasnovodsk-Amudarya road has caused difficulties for traders[22]. The freight from Bukhara to Ilchik, from there to Kungrad and to the Dead Sea in the Caspian Sea is charged as follows[23].

CONCLUSION

In short, the trade relations of the Central Asian khanates with neighboring countries of general importance were of general importance, and it can be seen that these relations were not carried out on the basis of certain legal agreements with certain countries. Nevertheless, it should be noted

that the development of trade relations from year to year has led to an increase in cultural ties between peoples.

REFERENCES

1. Agzamova G. Volzhsko-Kaspiyskiy put v XVI-pervoy polovine XIX vv. Russia and Turkic world. - M.: Vostochnaya literatura, 2003. - S.139.
2. Ziyoev X. Central Asia and Siberia. - Tashkent: Fan, 1963. - P.217-220.
3. Turkestan during the colonial period of Tsarist Russia. New history of Uzbekistan. Book 1. - Tashkent: Sharq, 2000. - B. 38.
4. Bobur Z.M. Boburnoma. - Tashkent: Literature and Art, 1989. - P.42; Axmedov B. Lessons from history. - Tashkent: Teacher, 1994. - P.275-277.
5. Ziyoev H. Central Asia and the Volga region. - Tashkent: Fan, 1965. - P.221.
6. Ziyoev H. Central Asia and the Volga region. - Tashkent: Fan, 1965. - P.222.
7. Ziyoev H. Central Asia and the Volga region. - B. 129.
8. Ziyoev H. Central Asia and the Volga region. - B.223.
9. Bartold V. Svedeniya ob Aralskom more i nizoviyax Amudari s drevneyshix vremen do XII v. - Tashkent: B.i., 1902. - S.11.
10. Ibroximov H. Ibn Battuta and his journey to Central Asia. - Tashkent: Sharq, 1993. - P.18.
11. Yakubovskiy A. Feodalnoe obshestvo Sredney Azii i ego trgovlya s Vostochnoy Evropoy v X-XV vv. - L.: Gosizdat, 1932. - S.46.
12. Ziyoev H. Central Asia and the Volga region. - P.168.
13. Fexner M. Torgovlya Russkogo gosudarstva so stranami Vostoka v XVI v. - M.: Nauka, 1956. - S.50.

14. Essays on the history of the USSR. - M., 1955. - S.542.
15. Ziyoev H. Central Asia and the Volga region. - B.169.
16. Essays on the history of the USSR. - M., 1955. - S.543.
17. Essays on the history of the USSR. - M., 1955. - S.888.
18. Ziyoev H. Central Asia and the Volga region. - B.170.
19. Ziyoev H. Central Asia and the Volga region. - B.169.
20. Ziyoev H. Central Asia and the Volga region. - B.170.
21. MDA I-1 Fund of the Republic of Uzbekistan, list 22, case 832, page 9
22. MDA I-1 Fund of the Republic of Uzbekistan, list 22, case 832, page 10.
23. MDA I-1 Fund of the Republic of Uzbekistan, list 22, case 832, page 12
24. Safarov T.T, & Nayimov C.N. (2021). THE PLACE OF MARKETS AND CARAVANSALITIES IN TRADE BETWEEN THE EMIRATES OF BUKHARA AND RUSSIA. European Scholar Journal, 2(5), 169-171.
25. Safarov, T. T. (2021). BUKHARA GUZARS AND THEIR ROLE IN THE SOCIO-ECONOMIC LIFE OF THE CITY. CURRENT RESEARCH JOURNAL OF HISTORY (2767-472X), 2(11), 13-17.
26. Safarov, T. T. (2018) "THE CONSTRUCTION OF THE TRANSCASPIAN RAILWAY AND ITS ROLE IN DOMESTIC AND FOREIGN TRADE RELATIONS," Central Asian Problems of Modern Science and Education: Vol. 3 : Iss. 3 , Article 14.