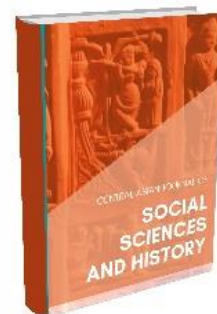




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KOKAND-KASHGAR RELATIONS IN CENTRAL ASIAN TRADE RELATIONS

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ABSTRACT

This article provides a scientific analysis of the role and peculiarities of Kokand and Kashgar trade relations in Central Asian trade relations based on sources.

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INTRODUCTION

In the middle of the 18th and the beginning of the 19th centuries, the foreign economic relations of the Central Asian khanates with the neighboring countries of the East began to develop rapidly.

The city of Kashgar played a key role in trade relations between the Kokand Khanate and China. In Kashgar, Kokand traders sold local products as well as Russian iron, cast iron, steel, wool, leather and cotton. Sold in a variety of fences, nanca (yellow, rough fabric), colored fences, velvet.

Tea, porcelain, silk fabrics and silverware were brought from Kashgar. Trade between Kokand and Kashgar became more active, and despite the inconvenience of mountain roads, the caravan route posed no risk to traders, allowing them to operate effectively. Due to this convenience and tranquility,

once a week trade caravans traveled from Kokand to Kashgar and from Kashgar to Kokand.

MAIN PART

From ancient times, the Kokand people had regular trade relations with Gulja, Chunguchak and Kashgar in East Turkestan. As the Kokand people sent Chinese goods from these regions to Bukhara, regular trade relations developed between the two Central Asian states. The important thing is that this trade route was very convenient, there were settlements along the road, all parts of the road were not difficult for the caravan. According to traders who passed through this road at different times, the caravan route between Kokand and Bukhara was very convenient, and even wheeled carts and crews could be used on this road. The caravan route from Kokand to Kashgar passed through Margilan, Osh, Andijan, Terek Pass and East Turkestan [1]. The total length of the road was 450-500 verstas, and on average it took 12-20 days for the caravans to cross the road. It was possible to travel from Kashgar to Kokand on horseback in seven days. Due to the difficulty of the mountain road, each horse was loaded with 8 poods.

Goods were transported from Kokand to Kashgar only on horses, with an average load of 8 poods per horse and a payment of 2-2, 5-3 gold for each horse loaded. The 500 verstas caravan route from Kokand to Kashgar could be traversed by horses in 10, 12 and 15 days [2].

The trade routes between the Kokand Khanate and Kashgar (China) consisted mainly of mountains, cliffs, and trails. The centuries-old Fergana-Kashgar road has played an important role in this trade relationship. This road passed through the mountains Osh to Gulja and from there to Erkastom. There were three roads from Gulja to Erkastom, which pass through the ridges of the Alay Mountains and through the passes. It is the straightest and shortest way. All three roads lead to the pass. There were other roads that run west of the Terek Pass and are much longer. All of these roads were accessible by caravans throughout the summer. Along the roads west of Terek, there was a lot of grass needed to feed the horses. At the crossings, the road was safer, albeit with fewer stones and higher elevations. These roads were difficult to access during the winter. The gorges leading to the Terek Pass were barren and uninhabited. During the winter, caravans passing through were stopped for several days due to storms and avalanches. There were even times when some of the people in the caravan froze. For example, in the winter of 1883, due to a strong storm, a caravan of traders was stranded on the Terek Pass, 20 horses and 4 merchants were died [3].

There was not enough time or opportunity to speed up the repair of the Kashgar road. Local government courts have paid little attention to road repairs. Although there were many materials such as wood, stone, and gravel that were important for road repairs, this task was treated as secondary. However, another important aspect of the work was that the sparse population around the pass was due to the lack of mobilization of the local population for road repair work, which required the hiring of labor, mostly from outside.

Another network of trade routes to Kashgar, the Bedal and Bekertik passes, played an important role. On the way to Kashgar via the Bekertik Pass, it was 30 verstas longer than the road through the Bedal Pass. The village of Otbosi, located in the center of trade routes from Fergana to Kashgar, Yettisuv, Osh, Andijan, Pishpak, and Tokmok, played an important role in trade between Russia and China, and between Kashgar and Fergana. The village was founded in 1888 and was inhabited mainly by Russian citizens.

British agents could also travel from India to Central Asia via the Gilgit and Lex roads. The first Gilgit road passed through large passes such as Burzil, Montek and Killik, and passed through the foothills of Kashgar, Yangihisar, and Kashgar to Osh. The second road leads to the city of Karhalyk through such large passes as Karakum, Chukudavon, Sandju, Sassor, Sudjo. There was a lot of trade going on through Lex. He noted that East Turkestan was inhabited by Indian traders a few years ago.

There were small caravanserais of Indians in Karhalyk, and in Yorkent there were small acquired lands of Indian aristocrats who spoke Turkish instead of Urdu [4].

CONCLUSIONS

Merchants from Tashkent, Kokand, Andijan, Namangan, and other Central Asian cities communicated with the cities of North India not only through the cities of Samarkand and Bukhara, but also through the Indian colonies widespread in Central Asia. Thus, the data collected on this issue show that the Kokand khanate had close trade relations with East Turkestan and China, as well as with India and neighboring regions. This, in turn, has led to the development of political, economic and cultural ties.

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