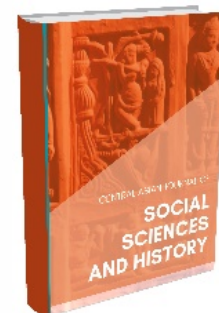




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Historical and Cultural Monuments of Uzbekistan in Caravan Routes

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Abstract:

Roadside constructions are an essential part of the communication system of the region which natural conditions, socio-economic relations have played an important role in their construction. The demand to ensure security in the roads, the need of protection from wild animals and poisonous insects and the natural environmental impact (cold, hot, winds, etc.) was an important reason for the emergence of first roadside constructions and others that have been improved during the passage of periods. From the eneolithic and bronze period which carts and first means of transportations began to be used (such as carts, etc) and because of the appearance of regional and interregional relations way-side constructions became an essential component of the communication system. The crucial factors of building new constructions of the roads were the achievements of the field of public development, construction of architectural structures and fortified castles, especially the development of trade. Such facilities first began to be built near to the water wells, on the banks of the mountain passes, in the direction of significant riverside military-strategic places. The development of domestic and external relations required to improve security and maintenance systems on caravan routes. With the formation of centralized countries, the establishment of landscaping structures became an integral part of the state economic policy. It is known that during the Achaemenid period, stations with rabats and caravanserais were built along the roads connecting different regions of the great empire, especially along the famous "King's Road" .

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According to the experts, in the VI-V centuries BC, during the Achaemenid period, small fortress-type fortifications began to be built on important transit routes in Central Asia. Such facilities were usually designed for small military groups tasked with securing trade routes, and they were also designed for stopping and resting trade caravans, i.e., they also served as caravanserais. Thus, rabots, that is fortified caravanserais are formed.

Thus, the process of building caravanserais became especially active in the Middle Ages. We can see that the rabats of the developed Middle Ages, especially belonged to IX-X centuries according to the architectural structure, served as fortified and guarded as caravanserais. By the XX century, they had lost their importance as a military fortification*.

But their construction did not stop throughout the Middle Ages. During the early Islamic period, the inhabitants of every village in Movarounnahr built rabats in major cities. These buildings were originally built for Ghazis (fighters for Islam), especially in the border areas where Islam was widespread. In particular, the activities† of such rabats in Binkat, Jizzakh and other cities, Narshahi's report‡ that the inhabitants of every village of Bukhara built rabats near Poykent, Istakhri's opinion§ that there were more than 10,000 rabats**, caravanserais and landings in Movarounnahr during the Samanid period. The activity of special roadside stations in the nation, the activities of Amir Temur and many roadside buildings †† built during the reign of Amir Temur and the Timurids, Shaybanids and other dynasties testify to the attention paid to this area.

Thus, caravanserais and other road constructions gained momentum in the middle of construction, and rulers, merchants and officials interested in the development of trade played an important role in their construction ††. The caravanseries, which played an important role in trade relations, were built in the cities, along the caravan routes, within a day's distance of trade caravans§§.

Caravanserais in the cities also served as a place to collect whole sale trade and necessary taxes. In the rooms of the caravanserais traders and passengers lived for a certain fee. Caravanserais were a major source of income due to their large-scale activities***.

Wells, pools and cisterns, which served to supply water to trade caravans and passengers and vehicles,

* During this period, in many cases, the term "rabod" became synonymous with the word "caravanserai". See: Маньковская Л.Ю. Кўрсатилган асар... – С. 54.

† Грицина А.А. Уструшанские были. – Ташкент: изд. Народного наследия им. А.Кадыри, 2000.

‡ Наршахий. Бухоро тарихи. – Ташкент, 1991. – р. 24-25.

§ Abu Ishak al-Farisi al-Istakhri. *Viae regnorum* / Ed. M. J. de Goeje. Lugduni Batavorum apud E. J. Brill, 1967. – P. 304.

** It was also customary during this period to bury the rabats they had built after the death of some rulers. For example, the Karakhanid ruler Shams ul-Mulk was buried in a rabod built by him on the Samarkand-Khojand road, Nasr ibn Ahmad's deputy in Isfijab (a town where the Aris River flows into the Syrdarya) was buried in a rabot he built here, and many other examples. See: Грицина А.А. Уструшанские были... – р. 168-169.

†† Марко Поло. Кўрсатилган асар... – С. 170-174.

‡‡ Наршахий. Бухоро тарихи. – Ташкент, 1991. – Б. 24-25; Abu Ishak al-Farisi al-Istakhri. *Viae regnorum* / Ed. M. J. de Goeje. Lugduni Batavorum apud E. J. Brill, 1967. – P. 304; Марко Поло. Кўрсатилган асар... – С. 170-174; Темур тузуклари... – Б. 73; Грицина А.А. Уструшанские были. – Ташкент: Народного наследия, 2000. – р. 168-169.

§§ Хаников Н. Описание Бухарского ханства. – СПб., 1843. – р. 108-109; Вамбери А. Путешествие по Средней Азии. – СПб., 1865. – р. 113-114; Кун А.А. Очерки Шахриябского бекства // ЗИРГО по отделению этнографии. – СПб., 1880. – Т. VI. – р. 224, 225; Крашенинникова Н.И. Прошлое Китаба // Вехи времен. – Ташкент: Г. Гулям, 1989. – С. 32; Бабабеков Х. История Коканда... – р. 106.

*** Ibn Hawqal. *La configuration de la Terre (kitab surat al-Ard)* ... – P. 458; Вамбери А. Путешествия по Средней Азии. ... – С. 30; Мейендорф Е.К. Путешествие из Оренбурга в Бухару... – р. 100.

were an important element of the caravan route system. Wells in the steppes and deserts of the region began to be built in the Bronze Age †††.

There were many wells in the Kyzylkum and Karakum deserts, as well as in other desert and steppe regions of the region †††. Wells have also been built in residential agricultural oases, cities, markets, and in the inner courtyards of caravanserais, and their, and their use is controlled by local authorities§§§.

The need to preserve freshwater resources in the deserts and steppes of the region has led to the construction of pools and cisterns. The cistern near the Dilbarjin monument in Bactria confirms that groundwater and rainwater storage facilities have been built in Central Asia since ancient times ****. A lot of medieval cisterns have been preserved in the desert regions of Uzbekistan and Turkmenistan ††††. Indoor pools†††† in the city of Merv, cisterns§§§§ in the city of Karshi and Bukhara testify to the fact that these facilities were also built in the settlements. The construction of sardobas was carried out***** on a large scale during the reign of Amir Temur and the Timurids, the Shaybanids. The Bukhara, Karshi and Amudarya crossings, as well as the desert cisterns between Jizzakh and Chinaz, played an essential role in the system of caravan routes. In recent years, unmarked cisterns have also been found in written sources and information about them has been put into scientific circulation†††††.

In the Middle Ages a lot of bridges were built by rulers, officials and scholars, private individuals†††††. Such bridges that were built of quality baked bricks used by trade caravans, passengers, the military and locals. There was a special tax for crossing bridges- “Money for Bridge”. Its amount varied in different periods and regions was mainly introduced by local governors.

In conclusion, caravanserais, rabats, cisterns which are the main links in the regional communication system were an important part of regional communication system from the late Bronze Age to the end of the XX century. These facilities were used by passengers and trade caravans by a fee. These provisions served not only as trade caravans, but also as cultural spaces for passengers, tourists,

††† Оразбаев А.М. Колодцы на поселении Чаплинка (Шагалалы) // Поиски и раскопки в Казахстане. – Алма-Ата: Наука, 1972. – р. 154-162.

††† Петров. Путевые заметки... – р. 59-62; Бабаджанов Р. К вопросу о скотоводческом хозяйстве туркмен Тедженского оазиса в конце XIX- начале XX в. // Хозяйственно-культурные традиции народов Средней Азии и Казахстана. – М.: Наука, 1975. – р. 1975. – р. 220-229.

§§§ Бизурин Н (Юкинф). Кўрсатилган асар... – С. 170; Гулямов Я.Г. История орошения Хорезма с древнейших времен до наших дней. – Ташкент, 1957. – р. 162; Анарбаев А. Благоустройство средневекового города Средней Азии. – Ташкент: Фан, 1981. – р. 74-95.

**** Уралов А. Гражданское зодчество средневековой Центральной Азии: Автореф. дис. ... докт. ист. наук – Ташкент, 1998. – р. 30.

†††† Массон М.Е. Проблема изучения цистерн-сардоба. – Ташкент, 1935. – р. 14-16, 24, 36; Мамбетгуллаев М. Хорезм и Великий шелковый путь // Великий шелковый путь. Культура и традиции. Прошлое и настоящее: Материалы международной научно-теоретической конференции – Ташкент, 2006. – р. 23.

†††† Shamsaddin Abu Abdallah Mohammad ibn Ahmad al-Moqaddasi. Descriptio imperii Moslemici / Ed. M. J. de Goeje. Lugduni Batavorum apud E. J. Brill, 1967. Bibliotheca geographorum arabicorum. III. – Р. 64; Анарбаев А. Благоустройство средневекового города... – р. 89.

§§§§ Мухаммад Юсуф Мунши. Тарих-и Муким-хони (Мукимханская история) / Перевод с таджикского, предисловие, примечание и указатели проф. А.А.Семенова. – Ташкент, 1957. – р. 304; Массон М.Е. Проблема изучения цистерн-сардоба. – Ташкент, 1935. – р. 22

***** Мирза Салимбек. Тарих-и Салими (источник по истории Бухарского эмирата) / Перевод с персидского, вводная статья и примечания Н.К. Норкулова, редактор перевода А.К. Арандс, предисловие, редактор введения и примечаний А.С. Сагдуллаев. – Ташкент: Академия, 2009. – р.75; Хорошхин А.П. Кўрсатилган асар... – С. 65-69, 257-259; Массон М.Е. Проблема изучения цистерн-сардоба... – р. 14, 32.

††††† Мавланов Ў.М. Марказий Осиёнинг қадимги йўллари. – Тошкент: Академия, 2008. – р. 280-287.

***** Абдал-Қадир ибн Мухаммад Амин. Маджма' ал-ансаб ва-л-ашджар / Введение, перевод с арабского, персидского и тюркского языков, комментарии, подготовка факсимиле к изданию Ш.Х. Вохидова, А.К. Муминова, Б.Б. Аминова. История Казахстана в персидских источниках. – Алматы: Дайк-Пресс, 2005. – Т. II. – р. 279; Бартольд В.В. К истории орошения Туркестана // Соч. в 9 томах. – М.: Наука, 1965. – Т. III. – р. 64; Массон М.Е. Среднеазиатские мосты прошлого... – р. 19, 31-32, 31-38, 46; Камолитдинов Ш. “Китоб ал-Ансоб” Абу Са’да Абдалкарима ибн Мухаммада ас-Сам’ани как источник по истории и культуры Средней Азии. – Т.: Фан, 1993. – р. 81; Мост Кашкурд // Фан ва турмуш. – Тошкент, 2006. – № 5-6. – р. 80.

military troops, members of embassy missions, etc., where they could rest after a long and tiring journey, feed camels, took necessary food.

Roadside constructions also played a special role in ensuring safety on caravan routes

So it had a major impact on the development of ancient communication routes. Realizing it local rulers, large investors and officials engaged in trade also spent their on the construction

and repair of rabats, caravanserais, cisterns and bridges. The usage of those facilities by passengers and trade caravans was usually done by a fee. This shows that those facilities were also a source of income for the owners. The construction of roadside structures in Central Asia originated and developed in line with the development of caravan routes. Their number and the quality of service also play an important role in determining the characteristics of the dynamic of caravan routes. This allows roadside facilities to be considered as an massive component of the regional communication system.