



CARAVAN ROADS AND CARAVAN TRADE DURING THE MONGOLIAN PERIOD

Aniyozov Ruslan Botirovich

Doctorate at Urganch State University

ANNOTATION

This article reflects the attention to the caravan roads and caravan trade during Genghis Khan and his successors.

KEY WORDS: *Khorezm, Central Asia, East Turkestan, Yettisuv, North China, Khurasan, Iran, Mesopotamia, Genghis Khan, Chigatay people, Movarounnahr, Great Silk Road, Khonbaliq (Beijing), caravan roads, trade, yom (stopping place), postal communication.*

INTRODUCTION

It is well known that during the time of Genghis Khan and his successors, the Mongolian state became one of the greatest empires in human history. In the middle of the 13th century Mongolian rule was established in North China, Central Asia, East Turkestan and Yettisuv, Movarounnahr and Khorezm, Khurasan and Iran, Mesopotamia, the Caucasus and Eastern Europe. East Turkestan, Yettisuv, Movarounnahr and the northern part of Khorezm were part of the Chigatay region and this territory played a major role in the internal and external economic and cultural relations, ambassadorial relations of the Emperor Genghis Khan according to its geographical situation. Particularly, in the period of Genghis Khan and his first successors, the important trade relation routes linking the capital of the state – Karakorum, later Khonbalik (Beijing) with Golden Horde in Dashti Kipchak and Khulaguys' state in Iran were crossed over through the territory of the Chigatay Nation, situated in the center of the Mongolian kingdom.

STATEMENT OF THE PROBLEM

In the first half of the 13th century, the trends of the Great Silk Road through the Central Asian region were virtually inactive due to the invasion of Mongols. It can be seen that this route was used for military-political purposes and for embassies rather than trade caravans. In the Chigatay nation, particularly in Movarounnahr, only in the 60-70s of

the 13th century, cities were restored and craftsmanship and trade began to be established. Other economic measures, such as monetary reform, taxation order, restoration of domestic and foreign economic relations, which were promoted by Ma'sudbek (1237-1272) – a deputy of the khan of Chigatay nation in Movarounnahr played a great role in these changes.

During this period, communication and commerce routes through the Central Asian region were under the control of the central authorities, and special stations – yoms were built within a day's journey distance. Embassy missions, civil servants and special couriers moving on the trade route were provided with food, horses, special guards and other necessary items at each station at the command of the Great Khan and covering the costs of postal services was loaded to the responsibility of population in the cities and villages situated along the caravan routes. This is the evidence of the peculiarities of postal service in the Mongolian Empire, which included a vast territory of the Euro Asia.

In the 13th century, the importance of the northern branch of the Great Silk Road increased¹. In

¹ Manylov Y.P., Yusupov N. Caravan-sarays of the Central Ustyurt in the 14th century //– M., 1982. – №2. – P. 180; Kadirmiyazov M.Sh. Cultural contacts of medieval cities of Khoresm //Archeology in

the Muslim sources, it is mentioned that the path from Yangikent to Nurata through Zarnuk in the lower stream of the Syrdarya river was called "Road of the Khan". The monk Chan Chun, who also came to the continent according to Genghis Khan's invitation in 1221, traveled along the northern branch of the Great Silk Road. In particular, the Monk, who came to Yettisuv from Eastern Turkestan through Tian-Shan passages reached Talas River Valley from Chu River Valley, to Sairam city from there (5 days road), the Syrdarya transition (6 days road) and Nurata and Samarkand through the steppes².

We can see the main trends in the communications and trade routes of that era, the auxiliary sectors, and many other relevant issues in the directions rode by ambassadorial missions sent to the capital of Mongolia, Karakorum and to Beijing by the leaders of the European countries. It is well known that during that period when the Mongolian ruling was established in north-eastern territories of the continent Asia, the smaller Christian states which were formed in Near East and in the eastern part of the Middle East and their sponsors – the Roman Pope and Western European Catholic kings, were squeezed by the Seljuk Turks and the Egyptian Mamluks. Hence, Christian states attempted to establish an alliance with Mongols in their struggle against the Muslim rulers and to help them. For this purpose, ambassadors were sent from Europe by the Pope of Rome and the kings in Europe in the middle of the 13th century to Karakorum, the Hometown residence of the Great Khan of Mongolia. These embassy reports contain important information about Western Europe's roads to Mongolia and we can rely on them to have a broader understanding of the key sectors of the Great Silk Road.

Ambassadors (Dominican Order monks) sent by the Pope Innocent the 4th of the Roman Empire to Karakorum, the capital of Mongolian Empire through the southern branch of the Great Silk Road in 1245, came to Khorezm through Syria, Iraq and Iran. We can see that later the embassy missions sent by the kings of Europe and the Roman emirates to Karakorum moved mainly through the northern branch of the Great Silk Road. In particular, the ambassadors of the Pope of Rome Innocent the 4th led by Plano Carpini, went to the capital of the Golden Horde – Saray Berke, passing through the Alps and central Europe in 1245, from the city of Leon in France and from there they reached Karakorum under the observation of the special guards of Batukhan through downstream of the

frontier Aral Sea. – Tashkent: Fan, 1984. 2nd edition. – P. 93-95.

² Bartold V.V. Turkestan country in the 13th century (According to the story of a Chinese traveller) // 9 volumes. – M.: Nauka, 1965. V. 3. – P. 237-239.

Volga river, the Ural river – Alakol- to the valley of Ulunghur lake – the steppes of Kazakhstan and East Turkestan³.

In 1247, the delegation headed by Plano Carpini, who rode the road from Saray Berke to Karakorum for three and a half months, returned to the city of Leon, France, along the northern highway. Details of the travel for more than 2 years were reflected in P. Carpini's report work and therefore Europeans gained a lot of information about the trends of the Great Silk Road through Central Asia to China, the peoples living in the region, their traditions and crafts traditions and cultural life.

The King of France, Ludovic IX, was sent to Karakorum in 1249 by the French monarch Andre Lonjume. Another ambassador of this king, Gilon Rubruk (Villem Reysbruk), reached Saray Berke from Constantinople in 1253 through Saldayo port (present Sudak to the South of the Crimea), from here he reached Karakorum along the northern branch of the Great Silk Road through the steppes north of the Aral Sea and the Junggar Gate in the Yettisuv and Black Irtysh Valley. This ambassador returned in 1255 and returned to his country in the summer of 1256⁴.

During the reign of the Mongols, the importance of the northern branch of the Great Silk Road increased and Khorezm oasis occupied a significant place. In particular, the relations between Khorezm oasis and Golden Horde were intensified. The coins minted in Khorezm (the 14th century), and the ceramic plates on Khorezm ceramics appeared in the cities of Golden Horde. Famous tourist from Morocco, Ibn Battuta, also provides important information about these roads. According to him, the route from Saray Berke to Urganch (Old Urganch) capital of Khorezm was widely used in this period from the lower Sarajik and Ural rivers. After touring Urganch, this traveller came to Kat Fortress on the right bank of the Amu Darya River. From there, he crossed the right bank of the Amu Darya, then from Kyzylkum to Varakhsha through Bukhara, from there to Karshi and Termez.

It is well known that in the Middle Ages, Hormuz Port city played an important role in the foreign trade relations of India carried out through the Arabian Sea. There is information in the sources that thousands of horses were brought to sale every year to the city Hormuz Port in India from different countries as Arabia, Iran and Kipchak steppes.

³ Matidovich I. Relations of Europe with China till the 13th century. // Introductory article in the "Book Marco Polo about a variety of the world, written down by a writer Rustikano in 1298". – Alma-Ata: Nauka, 1990. – P.12-13.

⁴ Wilhelm Rubruk. Travel to the East Countries / Introduction, transfer and note of A.I. Malien. – M.: Geografizdat, 1957.

Dashti Kipchak horses were delivered by Bukhara merchants, which were sold for big profits in India⁵. The route from Central Asia to the Hormuz port passes through Marv or Termez through Herat, Karmine.

CONCLUSION

Although during the period of Genghis Khan and his successors, formation of the great empire, which included large parts of the Euro-Asian region helped to the development of communication system, it is necessary to mention the fact that conquest of Genghis Khan contributed to the unprecedented economic and environmental crisis in Central Asia and adjacent territories. The collapse of urban and rural areas, economic depression and the death of thousands of people led to sharpening of demographical conditions and to the spread of various infectious diseases. Sources show that the Black Epidemic Disease, which began in China during the 30-40 years of the 14th century, would reach Europe through the Great Silk Road. As a result, the trade and general relations in the cities and villages in the great Eurasian region stopped at all. Therefore, the period of Mongol rule can be considered as the period of bankruptcy caravan routes and caravan trade in Central Asia.

⁵ Su Bihai., History of Kazakh's Culture / Translated from Chinese by Thrsynhan Zekenuly. – Alma Ata: Atajurt, 2001. – P. 161.