

Some Features Of The Service System On The Great Silk Road

Achilov Anvar Tuychievich

*Karshi state university
anvarochilov1@mail.ru*

Abstract: This article highlights some features of the service system on the Great Silk Road based on historical sources and literature.

Keywords: Great Silk Road, caravan routes, service system, convoy carrier, messenger, medicine, rent, postal service, ambassadors, shopping cities, spies.

1. INTRODUCTION

It is known from history that the service system was important on all categories (internal, external, international, transit) routes and the Great Silk Road and its networks are no exception. In addition, issues such as the composition and structure of trade caravans, travel guides, the horses and camels condition (change), traders, ambassadors or tourists, food (feed) and water supply for animals are considered important in the service system development.

The service system activity on the caravan routes, more precisely, its scale depended on the caravan composition. Therefore, first of all, it is necessary to briefly explain the question of the caravan composition. The caravan composition was usually made taking into account the designated city or country length, the natural and geographical conditions in the territory through which the trade caravan passes, the state and road safety level, the availability and possibility of using road infrastructures, the season convenience when the trip is carried out, and other similar situations.

In large caravans, camels divided from 20 to 60, forming one long chain [1:15]. Karvanbashi who led the caravan, determined the contents of the caravan, the direction, movement and tasks order on the road, and took measures to ensure security. Karvanbashi in many cases had a special letter-label of the ruler of the corresponding country, which was the basis for ensuring his rights and the caravan on the roads, providing them with the appropriate service, if necessary, assistance.

As a rule they belonged to influential social strata of society, which in most cases had high political and great economic authority. Karvanbashi, who led large trade caravans for many years, managed to accumulate a huge amount of wealth and become respected and influential representatives of society. In particular, this confirms the fact that Samankhudat (the founder of the Samanid dynasty Ismail Samani was his great-grandson), who lost his political authority in Khorasan during the reign of his father Caliph Umar (634-644) and became a karvanbashi in order to accumulate great wealth, and again restored his political position [2: 216].

In the Middle Ages, the Turkic peoples also actively participated in economic and trade relations. Traders and trade caravans involved in international trade were called “Arkish” in the Turkic countries [3: 440-441]. The term “arkish” (Arqis) also means “message” or

“messenger”, “ambassador” [4:54] indicating the wide participation of the ancient Turks in the internal and external trade of the region.

There are two aspects to the service system development on trade routes. The first was associated with the services organization for trade caravans, members of the embassy mission or passengers in large shopping centers, cities and other road infrastructures. The second aspect was the organization of service for the merchant caravan directly during the campaign, joining it. This second category includes tenants serving caravans with their own mountings, certain groups that serve as a guide (sarbon) in some directions, translators who play an important role in communicating with traders in different languages in trade relations, doctors (tabib), which require that they be a part of trade caravans going to distant countries, and others.

The formation of people group serving trade caravans with their own fastening means, that is, the category of people serving for money, belongs to the ancient era. These people activities considered in our study in the developed Middle Ages also played an important role in organizing trade relations. People who served for money usually consisted of representatives of the peoples living in the territory where the trade caravan passed. In the middle ages, servants for money were considered the main profession for some population segments. It is also known that such servants were considered the only income source for some nomadic Turkmens and Kazakhs tribes. In particular, in the late Middle Ages, in trade relations with Russian cities of Central Asia and Iranian cities in the Caspian, Kazakhs and Turkmens were hired as guides and servicing large trade caravans [1: 22-23].

Russian sources emphasize that in Bukhara and in all large trading cities of the emirate, it was possible to rent carts (carts) and camels [5: 9]. When transporting camels, the rent was 8 versts, that is, an average of 25-29.5 Russian rubles per 1 verst. Russian sources emphasize that Karshi was also one of the centers where trade caravans could rent camels; people from Karshi serving caravans could be seen in all khanate parts, taking 1 silver coin per 1 verst [6: 328]. In Karshi it was also possible to rent camels and carts for transporting goods to Bukhara and Samarkand [7: 204].

In general, the carts and camels rental for the goods transport was in all major cities of the region. For example, in Bukhara Emirate in the second half of the 19th century, on average, there were about 1000 carts; about 5000 camel trucks were used to serve travelers and merchants. The cart could carry loads up to 25 pounds, a camel 16 pounds, a horse 6 pounds and a donkey 4 pounds [5: 9-10]. In mountainous areas, cargo was mainly transported on horses and donkeys [8: 3]. Carts were also used on Bukhara-Kokand road [9: 6], and merchants going from Kokand to Karshi downloaded their goods on rented horses (8 poods per horse) and paid 2-4 tills for each horse [10: 109].

In addition to ensuring safety and other services on caravan routes, the roads quality also greatly influenced the trade relations efficiency. While the central and local governments were responsible for ensuring the smooth operation of roads and road structures [11:44], there is spending evidence from the state budget [12: 823] and individuals on the structures construction along the roads [13: 187]. Nevertheless, in the sources relating to the beginning of the XIX - XX centuries, it was noted that the roads condition in the Bukhara Emirate [14: 162] and the Kokand Khanate [15: 26-27] was poor.

Emphasizing the international transit roads role in economic and cultural ties, intercivilizational dialogue, it should also be noted that in some cases dangerous infectious diseases spread along trade routes over large territories. As an example, it can be said that the black plague disease, which began in China in the middle of the XIII century, reached the Balkan and Eastern European countries along the Great Silk Road in 1330-1340 [16: 430-440]. Since such cases were often repeated in antiquity and the middle ages, the medical care organization along the caravan routes was vital [17: 62-73]. Since ancient times, there have been hospitals in Central Asia and neighboring regions, where medical care was provided to

the population, as well as to travelers and merchants. In the Balkans and in some cities of Iran, in Bukhara, information about hospitals of the middle ages in such large cities as Merv, Urgench, Bukhara [18: 233-235], the medicine academy (Dorushshifo), founded in Jundishapur in Khuzestan by the ruler Khosrav Anushirvan [19 : 194], the results indicating the pharmacy presence in Ancient Paikent, located on the Great Silk Road [20: 177-178], indicate that the cities were the main medical centers.

The medicine rose development to a high level especially in the middle ages. The hospitals built in the major cities of the region [21: 58] were the main medical care centers for local residents and foreign people, merchants. During Amir Temur and Temurid times, medical knowledge and medical care were further developed. You can see this thanks to the brick hospital built by Sakhbikiran near Kabul [22: 233-235], and the hospitals built in Kherat by Khazrat Alisher Navoi. The fact that Bukhara Khan Subkhankulikhan (1681-1701) built a special hospital in Bukhara, gave lectures on medicine in madrasah [23: 304] and other relevant data indicate that knowledge in the medicine field in our region developed in the middle century at the society's requirements level. The successes achieved in the medicine field had a positive impact on the medical services development along the caravan routes. By the middle ages, certain successes were achieved in this area. In addition to cities, medical services for trade caravans and travelers were established in large villages and at important sites, and special groups of tabib doctors were formed to deal with this [22: 234-253]. Medical knowledge and medical care secrets, as a rule, have been passed down from generation to generation, resulting in doctors' dynasty. In particular, the sources note that even in remote areas of the region there are local tabibs who could provide qualified medical services to travelers and transportation [24:247].

The embassy missions and large trade caravans also included special doctors. This, on the one hand, served to develop political and economic ties between different regions, and on the other hand, it served to spread medical knowledge to different regions along trade routes [25:72]. Special runners, spies and other people in the public service were usually provided with the most essential medicines, various drugs, which also had the opportunity to provide primary care for themselves and their partners.

Cultural events were also organized in shopping centers on caravan roads, large caravans, which became a great source of economic income for property owners. When it comes to the service system functioning on ancient roads, it is also worth remembering a subtle problem. This issue was related to ensuring the rights in the merchants marriage involved in international trade and forced to live by their activities outside virtue the family in the long term. It is known that during the middle ages, Muslim merchants involved in international trade had families in various large shopping centers. Sharia law provided Muslim merchants with a legal opportunity for such marriages. At the same time, it is known that some categories of merchants on trade roads and in some large shopping centers, as well as travelers, used the services of women of light character. There are also sources that such a service has been established more consistently, especially in Chinese cities and East Turkestan, and the state authorities have not been able to completely end this phenomenon [26:65].

In general, the service system on caravan routes is wide, and the directions associated with its activities can be seen in the following forms:

- 1) Security service, guards to monitor caravans;
- 2) Information about the organization of wholesale trade, prices for goods and trade news;
- 3) organization of leisure for merchants and travelers in caravans, hujras;
- 4) provide feeding of animals in road structures;
- 5) services of trolleys, carriers, guides and translators
- 6) services for the provision of traders, carriers and caravan passengers with the necessary things in the caravans

7) provision of household, cultural, medical and other services.

Thus, a large-scale service system on the caravan routes of Central Asia was formed in ancient times and developed in accordance with the economic and cultural ties development in the middle ages. In this process, residents of cities and large villages, artisans, pastoralist tribes and other social strata representatives directly interested in trade took an active part.

2. REFERENCES

- [1] Agzamova G.A. Central Asian khanates and Russia: to the history of caravan trade (XVI - first half of the XIX centuries) Russia - Uzbekistan. History and modernity. Special issue. – M., 2008. – p. 15. 22-23.
- [2] Abd al-Qadir ibn Mukhammad-Amin. Majma 'al-ansab wa-l-ashjar// Introduction, translation from Arabic, Persian and Turkic languages, comments, preparation of facsimile for publication by Sh.Kh.Vokhidov, A.K. Muminov, B.B. Aminov. History of Kazakhstan in Persian sources. - Almaty: Dyk-Press, 2005. – Т. II. – p. 216.
- [3] Arqish // Ўзбекистан миллий энциклопедияси. – Tashkent: National Encyclopedia of Uzbekistan State Publishing House, 2000. Volume 1. – p. 440-441.
- [4] Ancient Turkic dictionary. – L., 1969. – p. 54.
- [5] Gintello. Information on the quartermaster part, collected in the Bukhara Khanate by captain Gintello in May and June 1885// Сборникъ географическихъ, топографическихъ и статистическихъ материалов по Азии. – Санкт Петербург.: Military printing house, 1886. Issue XXI.– p. 9-10
- [6] Maev N. Essays on mountain beks // Materials for statistics of the Turkestan region. – Санкт Петербург., 1879. Issue V. – p. 328.
- [7] Arkhipov. Military reconnaissance of the flat part of the Bukhara Khanate, made in 1883 by the General Staff by Captain Arkhipov// Сборникъ географическихъ, топографическихъ и статистическихъ материалов по Азии. – Санкт Петербург.: Military printing house, 1884. Issue X. – p. 204
- [8] Matveev. A short sketch of Bukhara. 1887 by the General Staff of Colonel Matveyev.// // Сборникъ географическихъ, топографическихъ и статистическихъ материалов по Азии. – Санкт Петербург., 1888. Issue XXXLI. – p. 3.
- [9] Nebolsin P.N. Essays on Russian trade with Central Asia. ZIRGO. book X. – Санкт Петербург., 1856. – p. 6.
- [10] Bababekov Kh. History of Kokanda. - Tashkent: Science, 1996. – p. 109.
- [11] Masson M.E. Akhangeran. Archaeological and topographical sketch. – Tashkent, 1953. – p. 44.
- [12] Ўзбекистон Республикаси Марказий Давлат Архиви. Fund 126, List 1, Case 823.
- [13] Mukminova R.G. Bukhara is the capital of the Khanate, the city of merchants and skilled craftsmen// Санкт Петербург. – Tashkent, 1997. –№ 9-11. – p. 56; Akhmedov B. Lessons from history. - Tashkent: Teacher, 1994. – p. 187.
- [14] Khanykov N. Description of Bukhara Khanate. – Санкт Петербург., 1843. – p. 162.
- [15] A.P. Khoroshkhin Collection of articles related to the Turkestan region. – Санкт Петербург., 1876.– p. 26-27.
- [16] Weatherford D. Genghis Khan and the birth of the modern world / Trans. from English E. Lichtenstein.– M.: 2006. – p. 430-440, 446.
- [17] Kramer S.N. The story begins in Sumer / Translated from English by F.L. Mendelssohn. Preface, translations of Sumerian poetic texts and comments by V.K. Afanasyeva. - M .: Science, 1991. – p. 62-73.
- [18] 18. Orolov A. Spiritual centers and hospitals of the Avesto period // Echoes from Mazi. - Tashkent, 2004. – № 3 (23). – p. 32-33

- [19] Sulaymonova F. East and West (Ancient and Medieval Cultural Relations). - Tashkent: Uzbekistan, 1997. – p. 194.
- [20] Settlement Paykend. On the problem of studying the medieval city of Central Asia. - Tashkent: Science, 1988.– p. 63-64, 177-178.
- [21] [Ibn Battuta]. Travelogue (Tuhfat an-nuzzar fi gharibib al-amsar and ajayib al-asfar) - Tashkent: Sharq bayozi, 1993. – p. 58.
- [22] Orolov A. Medieval medical and medical institutions of Samarkand// The place of Samarkand in the history of universal cultural development: Proceedings of the International Scientific Symposium dedicated to the 2750th anniversary of Samarkand. – Tashkent – Samarkand, 2007. – p. 233-235. p. 234-253.
- [23] Muhammad Yusuf Munshi. Tarikh-i Mukim-khoni (Mukimkhan story) / Translation from Tajik, preface, note and indexes by prof. A.A. Semenova. - Tashkent, 1957. – p. 304.
- [24] D.N. Logofet. In the mountains and plains of Bukhara. – Санкт Петербург., 1913. – p. 247.
- [25] Xojaev A. Influence of Turkestan medicine on China // Echo from Maziy. - Tashkent, 2006. – № 3 (315). – p. 46-48;
- [26] Marco Polo. The book about the diversity of the world / Translated by I. Minaev. - M .: EKSMO, 2005. – p. 91-92, 164, 261-262; Gumilev L. Ethnogenesis and the biosphere of the earth. – M.: Publishing house AST, 2004. – p. 65.