

RUSSIAN RESEARCHERS ABOUT KHOREZM CARAVAN ROUTES (DURING THE PERIOD KHIVA KHANATE)

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АННОТАЦИЯ

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АННОТАЦИЯ

В этой статье рассмотрены история караванных путей Российской историографии (XVI-70-х годы XIX в)

ANNOTATION

This article examines the history of Khorezm caravan roads in the Russian historiography (the 70s of 16th and 19th centuries).

Калит сўзлар: Турон, Хоразм, Оқчадарё, С.П. Толстов, А.В. Виноградов, Собиров Қ, Абдуллаев Ў, Буюк ипак йўли, Хива.

Ключевые слова: Туран, Хорезм, Акчадаре, С.П. Толстов, А.В. Виноградов, Сабилов К, Абдуллаев У, Великий шелковый путь, Хива.

Key words: Turan, Khorezm, Akchadarya, S.P. Tolstov, A.V. Vinogradov, Sobirov Q, Abdullaev U, Great Silk Road, Khiva.

INTRODUCTION

It is well known that the historical data recorded in the publications of the scholars of ancient times who came to Turan land, in particular, Khorezm region, indicate that the historical roots of our ancestors' migrations to neighboring territories are long. According to the logical conclusion from the historical data available in the research works of V.V. Vinyogradov, during the second half of the 4th millennium B.C., new generations of Kaltamir population who carried out the directions of fishing and hunting in the Akchadarya basin, migrated towards the Volga and Urals because of the necessity to search additional natural and economic zones. Of course, that was the basis of the North-West and North-East communication lines of our ancestors. From the cultural layers of Neolithic populations on the Volga and Ural ridges, the hunting rifles of Kaltamir population were captured¹. From the middle of the 2nd millennium B.C. half-settled cattle breeder tribes of Andronova settled on the southern drainage of Khorezm – in the southern Akchadarya Basin from the north-eastern side

¹ Виноградов А.В. К вопросу о южных связях Кельтеминарской культуры. М, “Наука”1957, с. 25-45.

through the deserts of southern Kazakhstan by the road originated by Kaltaminar population². Thus, the basis of communications was established between the northern-eastern Bronze tribes and our ancestors who lived in the South Akchadarya basins. In the 7th and 8th centuries A.D., especially by the 9th and 10th centuries, the trade-caravan routes developed between Khorezm with the Lower Volga River basin. In this respect, the relations between Khorezm and Volga, the continuance of Khorezm Caravan roads were indicated in the works of Arab travelers and geographers of the 10th century. In the 6th and 7th centuries A.D. the Great Silk Road was mainly directed to the North. According to I.M. Kulliev's conclusions, trade and communication routes covered Syria-Iran, the southern Kazakhstan-Talas valley in Central Asia, the Chu valley-issikkul basin, East Turkestan and the territories of China³. Unfortunately, the researcher did not pay attention to the fact that into which direction of the Great Silk Road the Khorezm valley was included. During the periods mentioned above, Khorezm was included into the northern branch of the Great Silk Road and it is known that it was separated after the Mongol invasion.

STATEMENT OF THE PROBLEM

In the second half of the X century, the Arabic geographer Al-Mukaddasi wrote in his work that the copper, dagger, armor were brought to Khorezm from Bulgar and the locks, springs and arrows were removed from the oasis⁴. At the result of Russian occupation of Kazan, Astrakhan, Volga and western Siberia, its southern borders came closer to the territory of Khiva khanate and this led to the establishment of trade relations between the Russian government and the Khiva's khan and on the basis of which the relations between each other had begun. At the result of the activity of the Great Silk Road during the Old and Middle Ages, during the time of Timurids, ethno-communication went on between China and Central Asia.

Since the beginning of the 16th century, Russia paid a great attention to the establishment of economic relations with Khiva khanate and therefore A.E. Jenkinson was sent to Khiva. A. Jenkinson's task was not only to set up economic issues but also to collect information about the khanate⁵. It is worth noting that A. Jenkinson's visit to Kuhna Urganch became a regular way of communication for Russian merchants, diplomats, and military men from the northern part of the Khanate. The request of the khans of Khiva Shakhniyaz and Arab Muhammad to include Khorezm into the territory of Russia and the information of Hadja Nafas sent to Peter the 1st that the people of the oasis were obtaining gold from the sand of the Amudarya shoreline every day, led to radical changes in the meaning and essence of the roads between Russia and Khiva.

Although the expedition of Bekovich Cherkasski, who was sent to Khiva by Peter the 1st, did not fulfill its tasks put forward, the territories of Mangyshlak and South-west Aral Sea were mapped. This, in turn, created a connecting road that linked the north-western territories of the Khanate with Russia. In the 16th and 17th centuries economic relations prevailed in Russia-Khiva relations. The communication routes were for only commercial affairs and for getting wide information about each other.

² Толстов С.П. Древний Хорезм М.Наука, 1948 с. 66-68. Собиров Қ, Абдуллаев Ў. Этномаданий муносабатлар: шаклланиш ва ривожланиш босқичлари. // Жамият ва бошқарув. Т. Академия, №4, 2007 б. 61.

³ Куллиев и.М. Буюк ипак йўли шимолий тармоғида этномаданий жараёнларнинг ўзига хос хусусиятлари (V-VII асрлар). // Ўзбекистонда этнодемографик жараёнлар халқаро конференция материаллари Т,1-қисм, 2005, б. 45.

⁴ Материалы по истории Туркмен и Туркмении.М.Т-И, 1938.

⁵ Дженкинсон А. Путешествие в Среднюю Азию в 1558-1560 гг. Л-д, 1938. С. 177-178.

Indeed, from the 18th century there appeared a sharp change in the meaning and essence of the existing routes between Russia and Khanate. From the 18th century, Russia began to send the military one after the other to carry out diplomatic relations with the khanate. The ambassadors sent by the military were charged with collecting accurate information about the economic and military power of Khiva, the khanate's cities and their roads. In 1819-1820, under the leadership of N. Muravyov, in 1842 under the direction of G.I Danilevsky, spied in the work of ambassadors changed the content of their political and military work and they recorded the populated addresses on the map⁶.

According to historical data, the military expedition of the general-governor of Orenburg V. Perovskiy which was against the Khiva khanate, continued diplomatic relations though it didn't reach the result which had been expected by the Russian authorities⁷.

The commentary of the map of the Aral Sea and Khiva, described by Ya.V. Khanikov⁸, reflects extensive information about N. Muravyov's trade routes between Russia and the Khiva khanate, from the vast deserts of Kazakhstan to Orenburg, through Mangyshlak, to Astrakhan, the Krasnovodsk sea ports. N. Muravyov's trade road Krasnovodsk-Khiva was considered as the most convenient and closest⁹. Due to the economic and diplomatic relations between the Russian military and the Khiva khanate, information about the lakes, irrigation constructions, bridges, towns and cities and the roads they had reached were shown on the map. Indeed, these roads enabled the Russian troops to quickly capture the Khiva khanate. After the military occupation of the Khiva Khanate, by the Russian government the staff of scientific institutions began to be sent to khanate

In the works of M. Ivanin, A. Bikov, N. Maev, M.N. Bagdalov, Barbet De Marni, A.L. Kun, A.V. Kaulbars, A.E. Rossikova, A.M. Gerasimovskiy, N.A. Dimo, O. Shkapskiya, there were illustrated about the acquisition of economic branches of the Khiva khanate, the study of the Amu Darya water state and natural resources¹⁰.

CONCLUSION

Thus, the content of the above-mentioned historical data necessitates the following conclusions: Historical information revealed that the central government of Russia was interested in economic relations with the Khiva Khanate, the southern neighbor. The cities of Astrakhan and Orenburg played an important role in the development of communication channels with the Khiva khanate. The geography of connection roads between Russian government and Khiva widened because of the information of Turkmen representative Khoja Napas mentioning that people of the oasis got gold from the sand everyday. The military expedition sent to Khiva by Peter the 1st, had the responsibility to map Mangyshlak and the Aral Sea region and determine the way to India. There appeared roads linking the territories of Astrakhan and Kazan with Khiva by military expedition and those roads were sealed on the map.

⁶ Муравьев Н. Путешествие в Туркмению и Хиву в 1819-1820 годах М. Часть 1-11, с. 11-45 Его же Описание Хивинского ханства / Записки императорского русского географического общества. СПб, 1851. КН V с. 124-325.

⁷ Жуковский С.В. Сношения России с Бухарей и за последнее трехсатилетие-период, М.1915 с. 10-350.

⁸ Хаников Я.В. Пояснительная записка к карте Аральского моря и Хивинского ханства ИЗРГО. 1851. С. 268-358.

⁹ Муравьев Н. Путешествие в Туркмению и Хиву в 1819-1820 гг. Гвардейского генерального штаба капитана Николая Муравьева. СПб, 1822 с. 95.

¹⁰ Иванин М. Пути в Среднюю Азию и перевозочные средства / Военный сборник. СПб №8, 1869. Быков А. Очерки переправ через реку Амударья Т. 1879.

Богданов М.Н. Очерки природы Хивинского оазиса и пустыни Кызылкум. Т. 1881 с. 53-54.

Diplomatic ambassadors, expeditions led by military men sent by the Russian army managed to plan the paths to the Khiva Khanate and describe them on a military-friendly map by the 70s of the 18th and 19th centuries,. These routes made it easier for Russian troops to occupy the Khiva Khanate. As it is known, Russian forces used three ways to conquer the Khiva Khanate:

Road 1– - Uch Uchak, Khazorasp-Khiva through Tashkent;

Road 2 – Kungirat-Khujayli-Mangit, Gurlen-Shavat-Kushkupir-Khiva;

Road 3 – the Caucasus-Krasnovodsk

Shortly after the Russian government conquered the khanate, experts began to determine the economic power of the region's land, natural resources, flora and fauna, cities and towns. Of course, the exploration of the khanate's area led to the discovery of waterways as a result of the study of the land and the Amu Darya, which, in turn, contributed to the agricultural outcomes of the population, and the underground resources of the region to the interests of the colonial state. This task was fulfilled at a high level.

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