

THE IMPORTANCE OF KHOREZM IN THE INTERNATIONAL TRADE SYSTEM

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Abstract: This article discusses the unique place of Khorezm on the trade caravan routes. In particular, the importance of the trade system during the Timurid era and its significance for the country's economy and determining its place in the international political arena are described. At the same time, while reflecting on the political history of Khorezm, its aspirations to liberate Khorezm, which was divided into two under the Mongols, and the embassy relations and trade relations skillfully conducted by Amir Temur are reflected. The activity of various caravan routes is discussed separately, and its impact on the trade-embassy relations of Khorezm and expeditions to study the routes are also mentioned. We can see how important this was at the level of state policy in the sentences of Amir Temur's correspondence with foreign rulers, especially in the sentences related to trade relations. Including, when it comes to merchants, their role in trade relations is so incomparable that the activity of caravan routes is unimaginable without them. The culture of Central Asia, of course, was greatly influenced by trade relations and well-established embassy relations.

Keywords: Khorezm, Amir Temur, caravanserai, embassy relations, trade relations, merchants, culture.

INTRODUCTION By the end of the 14th-15th centuries, the center of the Timurid state, Movarounnahr, was connected with the major cities and countries of Europe, the Middle East and the Far East through numerous caravan routes. These routes, founded long ago by brave merchants and travelers from many countries, were the main communication routes that carried out the political and economic relations of Timur and the Timurid state. The caravan routes from many regions to Movarounnahr also served for the military campaigns of the Timurids. Timur, who intended to create a great state for himself, knew the importance of the caravan routes of that time and skillfully used them in his foreign policy. In particular, Khorezm, which was economically, politically and culturally common with Transoxiana, was divided into two parts during the Mongol period: northern Khorezm, with the city of Urgench as its center, belonged to the Golden Horde, and southern Khorezm, with the fortress of Kat as its center, belonged to the Chigatai ulus. In the late 14th century, the Kungirat Sufi dynasty ruled northern Khorezm, uniting the lands of northern and southern Khorezm. At that time, Khorezm was economically and politically dependent on the Golden Horde. Timur considered all of Khorezm an integral part of the Chigatai ulus and wanted to seize the Silk Road passing

through its territory.. Bu During this period, Timur and his local viceroys took important measures to maintain the security of trade caravans, controlling the main international trade route from China and India to the Middle East and Europe through Central Asia - the "Great Silk Road". They paid great attention to the comprehensive development of trade and diplomatic relations between the East and the West. Caravan routes connected the cities of Central Asia with the centers of present-day Afghanistan, India, and Iran, with cities on the Syr Darya River, with nomads from the Kazakh steppes and Siberia. Trade relations with China weakened significantly in these years. Political instability in the regions located on the caravan routes between China and Central Asia was the main reason for this. The intensification of feudal conflicts in the country and neighboring regions deprived the country of the opportunity to ensure the security of the caravan routes from foreign invasions. As a result, trade and diplomatic relations with neighboring countries were also disrupted. The shift of trade routes to the south and the intensification of maritime trade dealt a serious blow to the foreign trade relations of the cities of Central Asia. Due to the great geographical discoveries, many types of goods from India and even from the regions further north began to be shipped by sea.

LITERATURE REVIEW AND METHODS In studying the history of trading cities and their economic life, the study of caravan routes and their routes is also very important. From the 1930s to the 1990s, several caravan routes were archaeologically studied, allowing us to determine the trade relations of the Khorezm trading cities with neighboring and distant countries. One of such caravan routes was the road connecting the Khorezm trading cities with nomads and Eastern Europe, which passed over the Ustyurt plateau. Even in the 19th century, Russian geographers, ambassadors and tourists, passing through Ustyurt, came across many ruins of towers, caravanserais and cisterns, and they tried to describe and study these monuments. Only in 1946, the Khorezm archaeological and ethnographic expedition, which began to study these places from an archaeological point of view, fully established and proved that these ruins were caravanserais, and that this extended system of ruins was a caravan route. The caravanserais of Bulaq, Qusbulaq, Belovli, Churuk and Uchkuduk on this caravan route were attributed to the 10th-11th centuries by S.P. Tolstov. In 1950, as a result of repeated archaeological research here by the Khorezm archaeological and ethnographic expedition, they were determined to be characteristic of the 11th-13th centuries. In 1964, the Karakalpak archaeologist E. Bizhanov, who conducted archaeological research here, established that these caravanserais were built during the reign of the Khorezmshahs and were used on a very large scale in the 13th-14th centuries. Later, in 1971-1975, the employees of the Karakalpak branch of the Academy of Sciences of Uzbekistan, the departments of archaeology, under the leadership of V.N. Yagodin, began a systematic study of Ustyurt. However, the caravanserais on this caravan route were thoroughly studied by Karakalpak archaeologists under the leadership of Yu.P. Mano'lov in 1975-1978. It was this group that continued the work here in 1981. As a result, very rich materials were collected that supplemented the information about the trade relations of

the Khorezm trading cities with Eastern Europe. It was established that these caravanserais were built in the middle of the 14th century and served until the end of the 15th century. Scientists of the Khorezm archaeological and ethnographic expedition created multi-volume works, collections, monographs, pamphlets, including such monographs as “Ancient Khorezm”, “In the footsteps of the Khorezm civilization”, “Along the ancient Oxus and Jaxart deltas”. More than 400 large and small books, brochures, most of S.P. Tolstov’s scientific and popular scientific articles were translated into different languages of the world.

In his letter to the Chinese khagan Taizhu, Amir Temur noted that “the roads between the caravanserais were opened, the robbers on the roads were destroyed, and those traveling to distant lands could feel at ease.” At the same time, Amir Temur established economic relations with European countries such as Byzantium, Venice, Spain, France, England.¹³

It should be noted that a detailed study of the trading cities of Khorezm of the 10th-15th centuries using archaeological research began in the 20s-30s of the 20th century. It should be noted that the period of archaeological study of the trading cities of Khorezm began in 1928-1929. In 1928-1929, the expedition of A.Yu. Yakubovsky worked in the vicinity of the medieval capital of the Khorezm shahs, Urgench (Old Urgench), and in Mizdahkan, a large medieval trading center on the site of the ruins of Kofirkala (Gaurkal) near the city of Khojaly in the present-day Republic of Karakalpakstan. A.Yu. Yakubovsky was the first to scientifically establish the topography of the cities of Urgench and Mizdahkan and provided information on this. He studied the history of these cities, summarizing the results of historical sources and archaeological research. However, many issues were left unresolved by the author. In 1934, the M.V. Voevodsky expedition worked on the ruins of another medieval trading city - Zamakhshar, in the Tashkhovuz region of Turkmenistan. In 1936-1937, the Ya.G. Gulomov expedition worked on the ruins of the medieval cities of Guldursun and Narinjon in the territory of South Karakalpakstan. Archaeological research conducted in the above trading cities in 1928-1929, 1934 and 1936-1937 was considered the first period of studying the general history of Khorezm, as well as its trading cities, and opened the door to our topic.

RESULTS.

The second period of studying the trading cities of the 10th-15th centuries is inextricably linked with the activities of the Khorezm archaeological and ethnographic expedition, organized in 1937 under the leadership of the famous archaeologist and ethnographer S.P. Tolstov. This expedition, for more than 40 years, identified and scientifically studied a large number of medieval monuments: cities, settlements, caravanserais, and similar monuments. A distinctive feature of this archaeological expedition is that it worked in an integrated manner. That is, in addition to archaeologists and ethnographers, geographers, geomorphologists, anthropologists, soil scientists,

¹³ Khojayev A. “The Great Silk Road: Relationships and Destinies”. Tashkent. 2007. 199p.

zoologists, biologists, linguists, and geographers were also invited to study historical monuments, which, in turn, made it possible to conduct a comprehensive, scientific study of these monuments. As a result, many monuments were identified by comparing them with the trading cities indicated in medieval sources. In addition to the cities mentioned in medieval sources, monuments from the 10th-15th centuries that were not mentioned in the sources or that were not identified as cities in the sources were also found and studied. The use of aviation in archaeological research was especially important, as it made it possible to determine the location of cities and villages, some parts of which could not be observed from the ground at all or were observed with difficulty; it was also possible to find new objects that could not be seen from the ground at all.



It was found that this convenient road was the most convenient and frequented in the 10th-15th centuries. In addition, the above archaeological Khorezm trade is a rich collection of materials that determine the extent of trade relations conducted by the southern branch of the Great Silk Road and its sub-branches, and how great or new they were. So, while recognizing the importance of the above, it should be noted that the authors do not set themselves the task of systematically generalizing the trade relations of the Khorezm trade centers of the 10th-15th centuries with the countries of the Middle East and Europe, and the world of nomads. For this, this work analyzes the direct role of the Khorezm centers in trade and the market only from an archaeological or only toponymic, geographical perspective.

DISCUSSION. In the process of establishing a centralized state, Timur paid special attention to production, especially agriculture. Understanding that agriculture in Central Asia depends on artificial irrigation, Timur dug the Angora Canal and established irrigation works in the Murghab Valley. The cities of Samarkand and Shahrisabz were provided with running water. Canals were dug in the arable lands. Grain crops, cotton, and flax were planted in agriculture. A large number of mulberries were planted for dyeing, as well as mulberries for cocoons. Grapes and lemons were grown.

During the reign of Ulugbek, various plants were planted in the Bogi Square and a garden called Bogcha was built. Timur founded villages called Baghdod, Sultaniya, and Shiraz around Samarkand. During the reign of Timur and Ulugbek, special attention was paid to sheep and horse breeding.

During the reign of Shahrukh and Ulugbek, good neighborly relations were established with Tibet and India. In 1421, ambassadors from Tibet arrived in Bukhara and

Samarkand. In 1441-1442, Shahrukh sent ambassadors to India under the leadership of historian Abdurazzaq Samarkandiy. He wrote about his journey to India via Karman, Hormuz, and the Persian Gulf.¹⁴

For example, the doors of the Bibi Khanum mosque were made of seven different metal alloys. Jewelers made exquisite jewelry from gold, silver, and brass alloys. Patterns and inscriptions were made on the surface of vessels with gold and silver rims and precious stones.

Pottery was the most developed industry. In the 14th-15th centuries, mysterious ceramics were used in various fields with artistic diversity and various objects were made. Patterns and calligraphy began to be widely used in pottery. In construction, bricklayers are called "Banno", and finishers who cover roofs, porches, and roofs with rivets and lamps are called "Ustoz".

Glassmaking developed in Samarkand and various vessels and objects were made. Colored glass was used in construction. In wood carving, beautiful buildings were built and objects were made. Samarkand paper was even famous abroad.

Ibn Arabshah also writes in his works that there were murals of Amir Temur in his palace in Samarkand. He noted that "the ambassadors from the West and the East, who had not known him until now, should feel as if they had entered the world of Amir Temur. This was Amir Temur's intention."¹⁵

During this period, the head of the enterprise producing handicraft goods was a "Master" and the apprentices were "Khalfa". The artisans belonged to the cultured class of the city.

CONCLUSION. At the end of the 14th-15th centuries, caravan routes of socio-economic, sometimes political and military importance, connected Transoxiana with many countries. These routes made it possible to develop mutual relations between countries that differed from each other in terms of economy, folk customs, religion, spiritual and material culture. Caravan routes served the practical function of trade and diplomatic relations, and at the same time served to strengthen the mutual economic and cultural influence of countries and peoples. The unification of Central Asia into an independent state during the reign of Amir Temur had a positive impact on the economic and cultural development of the country. Science, literature and art, crafts and architecture flourished. For the sake of the improvement of the country and the capital Samarkand, it attracted many scientists and artists, artisan architects and painters from local and foreign countries. The era of Temur and the Timurids constitutes a special period in the culture of Central Asia. This period, considered a classical period in the history of culture, serves as the basis for the current legal structure of Uzbek culture, in particular. First of all, the

¹⁴ Muhammadjonov A. "History of Uzbekistan". Tashkent. 2000.

¹⁵ Ibn Arabshah. Tamerlane of Timur the Great Amir. Transl. by H. Sanders. London, 1936, p.314.

culture of this period is associated with socio-economic development, which was formed on the basis of the principles of strong statehood founded by Temur. In general, trade and embassy relations played a significant role in the comprehensive flourishing of Central Asian culture.

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